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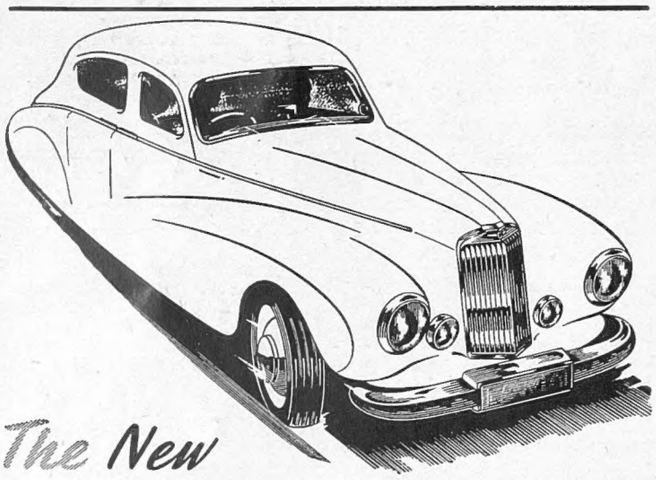

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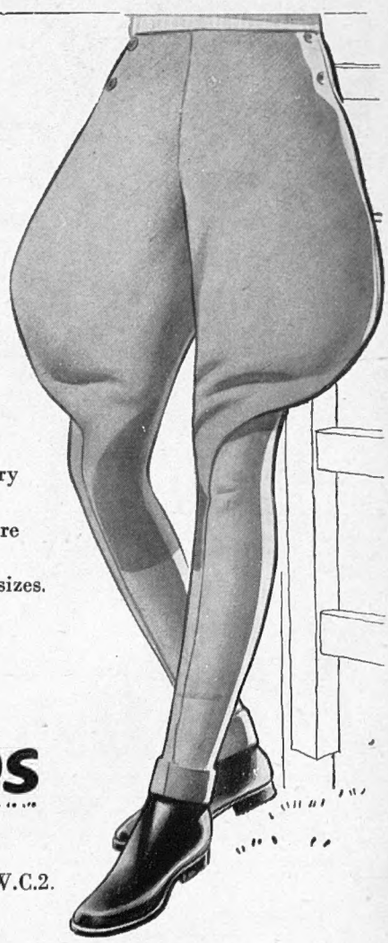

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Volume CXCIV No. 2526

The SPHERE, London, July 3, 1948

THE SPHERE

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The Empire's Illustrated Weekly

**ARMOURED CARS OUT AGAIN IN BERLIN**—CITIZENS IN A BUTCHER'S SHOP QUEUE LOOK ON AS A HEAVILY-ARMED SCOUT VEHICLE PASSES DOWN THE POTSDAMER STRASSE IN THE UNITED STATES SECTOR OF THE CITY: British and American troops set up barricades and machine-gun posts in Berlin's streets last week as the Soviet authorities delivered their challenge to the continued presence of the Western Powers

For months past Russian pressure in Berlin has mounted steadily. Last week that pressure was increased as the Red Army authorities brought in a new set of restrictions which, it is interpreted, have been designed to make life in Berlin untenable for the Western Powers. On the morning of June 24 rail traffic between Helmstedt and Berlin, the line by which the Western Allies brought supplies into the city, was cut off in both directions. Immediate measures were taken to bring in supplies by air, but General Clay has stated that such an expedient is quite out of the question as "a long-term policy." By last week-end the effect of this Russian pressure was becoming obvious to all in Berlin. Electric power had to be severely rationed and supplies of fresh milk were interrupted. The British and American Military Governors held a conference to discuss ways and means, and the presence of armoured cars and other patrol vehicles in the streets lent an atmosphere of crisis to the city it has not known since the closing days of the war. Last Monday there were riots in the Russian sector as a result of currency restrictions

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# A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

**INITIALLING THE ANGLO-IRISH TRADE PACT IN LONDON: Sir Stafford Cripps is here seen initialling the heads of agreement reached after six days of negotiations between United Kingdom and Eire Ministers.** Watching Sir Stafford in this picture are (from left to right)—Mr. Noel Baker, Mr. Harold Wilson, Mr. Morrissey (Eire Minister for Industry and Commerce), Mr. Dulanty (High Commissioner for Eire), Mr. Costello (Eire Premier), and Mr. Norton (Eire Minister for Social Welfare). The new agreement will be related to the Trade Agreement of 1938 in a consolidated document. The formal signing is expected to take place in either Dublin or London at a later date. There was a friendly atmosphere throughout the discussions. Britain will now receive from Eire, for four years, additional meat, poultry and, if it is possible, a higher level of imports of bacon and butter. In return, Eire is to receive in 1949 coal which will not be less than that received in 1948. Eire's grievance about the price paid for her fat cattle has been solved. After the initialling, Eire's Ministers returned to Dublin

**Carnival ?**—Our great annual carnival of sport is half over. In America *its* great political carnival—the four-year Pentathlon—is at its most exciting phase. And Mr. Churchill—not surely exaggerating or making unfair party capital—has been saying, at his greatest rally at Luton Hoo, that the issues raised in Berlin are every whit as serious as ten years ago they were at Munich. Indeed, there are only three possible eventualities in that situation. They are: 1. Russia will give way and lift the blockade. 2. The Western Powers will surrender and quit Berlin. 3. World War III. There is nothing else; and probably No. 2 is merely a shameful and quite inevitable prelude to No. 3. Therefore there are but two alternatives. War or Russian surrender. And the average man "can't believe in the possibility of war" and can't see how Russia can eat humble pie. Cheerful, isn't it—this impossibly swift repetition of history? I remember from Edwardian days a telling last line in an act of a famous play which jolted the easy-minded playgoer of those days. Referring to a tragedy which had fallen on a single family in the play, a character expressed his sense of the *impossibility* of so shocking a happening in these words: "*But these things don't happen nowadays.*" The line would get only a laugh to-day. "These things" happen not to two or three individuals, but to tens of millions of innocents, and not once in a generation, but twice, or thrice perhaps; *and there is nothing whatever that any one of those millions can do to avert their doom.* It comes about through the policy of small power-loving cliques.

**"England in Danger."**—World war and mass-starvation (as above) are not to be pooh-poohed. We are also in the throes of a desperate struggle to avert almost certain bankruptcy, with mass unemployment, semi-starvation and so forth, among the implications. The London Docks are idle, the food rotting in holds and in bales, and raw materials for the export trade awaiting distribution. What are we doing about it? I have had two days' holiday and I saw history repeating itself. I saw the thousands on thousands of Test match fans at Lord's, on three working days; I looked in at Wimbledon and noted the same carefree enthusiasts. I saw the crews and the fans at Henley and hundreds of happy picnickers by the river, in the Great Park at Windsor, and on Agar's Plough. And why not? Suppose (what is by no means proved) that a majority of this nation felt that its present Government was a danger and must be replaced, what could we do about it in the time at our disposal? By 1950, it might well be too late. What could we do now? And the answer is: absolutely nothing. The cliques in power and the Governments in office—good or bad, honest or crooked—hold the power and alone can yield it up, except in the democratic countries like ours, by the slow or quinquennial process of by- or general elections. In times of fearful crisis, government by the people and for the people means literally nothing, unless the crisis should raise its heads in the article of a general election. Nothing can put this Government out until 1950 (when this particular crisis will certainly have yielded to another, more or less serious), except this Government by its own free will, yielding to nervousness or with confession of failure. And that being so, it seems quite reasonable to take a last look at the sun and enjoy the green and blue and gold of an English summer, while the chance offers. I confess I don't blame the sun worshippers; I pity them.

**"For Ever England."**—I read in a Sunday paper a heart-cry from an elderly poet. He deplored a wet summer, with the summer sweets passing unenjoyed—perhaps his last chance. As to that, it may always be a last chance for poet young or old. I too sometimes deplore the passing sweets of this nice, fine summer, which I have not found means to enjoy. I have in the past enjoyed them all, the golf, tennis, Test match, racing, and other thrills and pageants. How do they do it, those who follow the round of fashion? Youth, energy, money, time, privilege? The energy needed is great, the cost is heavy, the *time* surely must be conjured out of a hat. Or is the whole theory of such enjoyments based on residence in London? It is, I suppose, for ever England's way to preserve its privileged and golden and brilliant ornaments of fashion and draw reflected colour from their limelight. But who fills up their forms for them and cooks their dinners? No doubt they all dine at restaurants on sole, chicken and pêche Melba and champagne.

**A Gift for the Socialists ?**—Sour grapes? Not as regards Ascot. I used to enjoy the unfashionable side in old days, revelling in the glory of the horses, and hearing the jockeys cursing as they hugged the rails. But never the fashion parade of women so anxiously studying each other's hats. No, for me it is the economic puzzle: whence do so many golden girls and youths derive the time, the money, the coupons? I revel in our summer carnival of sport and would love to attend every fixture. If Morrison's confidence is not misplaced, there must have been at Epsom, Ascot, Trent Bridge and the golf-courses (and will be at Wimbledon, Henley and Lord's) as many Socialists as Tories. So I deplore that Ascot Week should be (what I think it is) a gift for the Socialist propagandists, who harvest the following plums of class propaganda: (a) The idle rich are still plenty and ripe to be soaked. (b) Spivs abound. (c) Equality of opportunity and load-bearing is all moonshine. Most unfair (but quite inevitable) notions. For who will prove that these socialites are not Socialists, staggering their brief holiday and emptying their stockings for the means to enjoy their favourite sport?

**"Civis Romanus."**—Two amendments were carried against the Government when the Nationality Bill was before the Upper House, the first with Liberal support. What was it all about? Both subjects were highly technical, and require a good deal of past history and legislation before the points can be understood. In deciding to force the amendments, Lord Salisbury was by no means acting petulantly or trailing his coat, or waving a red handkerchief at an angry bull. The first amendment concerned the inhabitants of the U.K. and of the colonies, and proposed to retain the term "British subject" in lieu of "citizen" proposed in the Bill. Before Canada a few years ago decided to create specific Canadian citizenship, the need for a change of term would not have occurred to anyone. Now it is assumed that Australia and New Zealand may one day follow Canada's lead. It is all very technical, and the Opposition case was not solely founded on the "Republican smack" in the term "citizen," nor even in the belief that the slender thread which holds the Commonwealth together was being further weakened. The second amendment concerned Eire, and sought to preserve for citizens of Eire the status of "British subject," a status which (Lord Salisbury said) thousands of loyal citizens of Eire desired to retain and had proved their right to retain. Here again there are complications highly technical, and the Government's strongest argument was that the amendment would revive the suspicion of the more fanatically nationalist citizens of Eire. It is a pity that the Bill could not have been held over for further discussions by the Commonwealth and Empire Premiers, and such indeed was the motive for Lord Salisbury's insistence on the amendments.

**The Virtue and Vice of Optimism.**—Outside my window, within 6 ft. of my shaving-glass, two flycatchers have been building their nest. "Operation Balbus" took 3½ days to complete. I never saw two masons work longer hours with more concentrated zeal and utter optimism. It did me good to watch them. I said to myself: "You cannot build anything without complete optimism. Therefore pessimism is the cardinal vice to-day." But the argument has chinks in its armour. It is not only old men who buttonhole me at street corners and shake their heads and declare we head straight for chaos, bankruptcy, atom war, or what not. It is not only declared pessimists who write me gloomy letters. Almost all who write or speak to me are "again the Government." But whereas some argue that pessimism is a crime and treachery, and some argue that pessimism was never more justified, almost all are united in declaring that "this insane optimism" of the Government since 1945, of Dr. Dalton at the Treasury, of Morrison and Bevan and so on, has brought us to the verge of total bankruptcy. What then was I to believe anent the virtue of optimism? I took another look at the flycatchers. Clearly they know what they can do, have the means ready to hand to do it, have a limited and definite "target." They are their own masters. But if they were compelled to import their raw materials from dollar countries, employ labour which insisted on short hours and long pay, stop for consultations with their masters, extend their operations to satisfy theorists, would their limitless optimism be justified?

**Severn Wildfowl Trust.**—By the same post came two reports—a great oil company's report and the prospectus and report of the Severn Wildfowl Trust. I gladly leave the getting and marketing of oil to the oil kings. I have always longed to observe at close range white-fronted geese feeding in thousands. As a matter of fact, the two reports are related. Oil helps as well as hinders the objectives of the Trust, to conserve the wildfowl which visit our shores and to make bird-loving supporters of the Trust familiar with the various species. Oil on the seashore dooms them to a miserable death. Oil in the form of petrol may enable you and me—with careful planning—to visit the New Grounds in the Severn Estuary, headquarters of the Trust. It is an enchanting prospectus which charmed my money out of my pocket instantly, and I am now a member of the Trust. So will you be, if you drop a postcard to the Secretary, Severn Wildfowl Trust, 8 Edwardes Square, London, W.8. You will read all about your property on the New Grounds (so named as long ago as 1470) and the Dumbles, where, concealed in "hides" approached by covered ways, you can watch those glorious geese at 10 yards distance, and every form of duck in the decoy and in the estuary. Nay, you can walk among them and feed them out of your hand in their special reserve. I am inclined to think that no better object could be found for using your standard ration than a visit to the New Grounds near Berkeley Castle in Gloucestershire.

THE OLD STAGER

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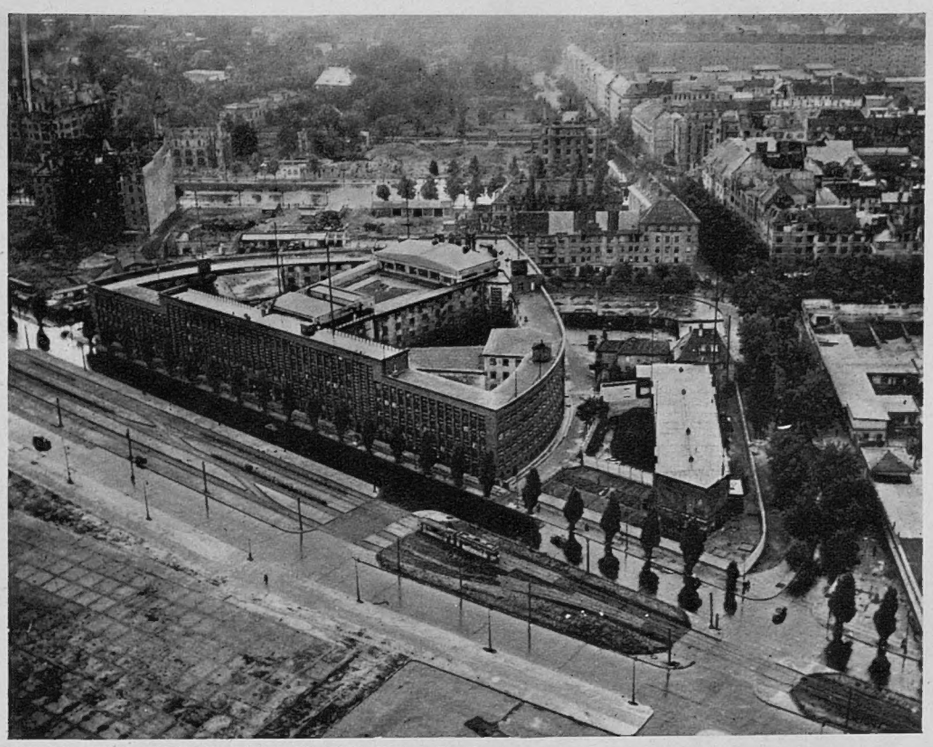
**GANDHI'S SON ARRIVES AT GATOW AIRFIELD IN THE BRITISH SECTOR OF BERLIN:** Devadas Gandhi, Editor of the "Hindustan Times," and his wife were met by Brigadier Khub Chand, of the Indian Military Mission, on their arrival at the airport. Mr. Gandhi is making a study of post-war conditions in Europe. He visited England a few weeks ago. His wife is a daughter of Mr. Rajagopalachari, the new Governor-General of India

**THE TRIAL AT NURNBERG OF DIRECTORS OF I.G. FARBEN-INDUSTRIE:** In the dock of the U.S. Court are Carl Krauch, chairman of the Supervising Board of Directors; Hermann Schmitz, chairman of the Managing Board of Directors; and Georg von Schnitzler, member of the Central Committee. The case for the prosecution of the twenty-three officials of the great German chemical combine was that without the aid of such great industrialists, Hitler would have been unable to rebuild Germany's armed might

**STUDENTS OF HEIDELBERG UNIVERSITY DEMONSTRATE AGAINST UNFAIR TREATMENT BY GERMAN OFFICIALS:** Some of the 4,000 who squatted on the tramlines in the narrow Hauptstrasse to call attention to their grievances. Many were former Wehrmacht men, and they demonstrated against "lack of consideration" from local officials, with particular reference to low rations. These, they declared, were less than the lowest worker's ration

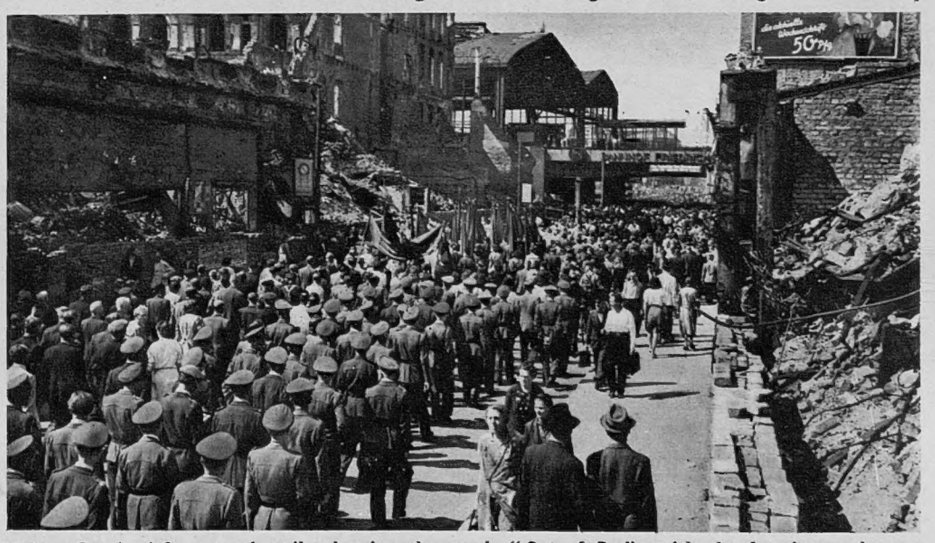


**DISPUTE OVER BERLIN'S RADIO STATION: The Russian-controlled Rundfunkhaus in the British Sector, which Lieut.-General Dratvin has refused to vacate.** The Rundfunkhaus is the most powerful radio station in Germany, and is often used for propaganda hostile to the Western Powers. It is also the meeting-place of the Kulturbund, an organisation which is not recognised by the Western Allies. The Russians had occupied the Rundfunkhaus before we arrived in Berlin, and were permitted to retain it as they had no large transmitter in their zone. They now have, so that there is no valid reason for their retention of the building. The request for vacation was made by Major-General V. J. E. Westropp

## INSIDE GERMANY

Recent Activities in the British, American and Soviet Zones

**THE HUNGRY STUDENTS OF HEIDELBERG:** These significant cartoon posters were carried in the demonstration when students called for greater consideration from local German officials and for a more generous ration. German police cleared the streets as they marched through, and the demonstration ended with the setting on fire of buildings in the new wing of the University

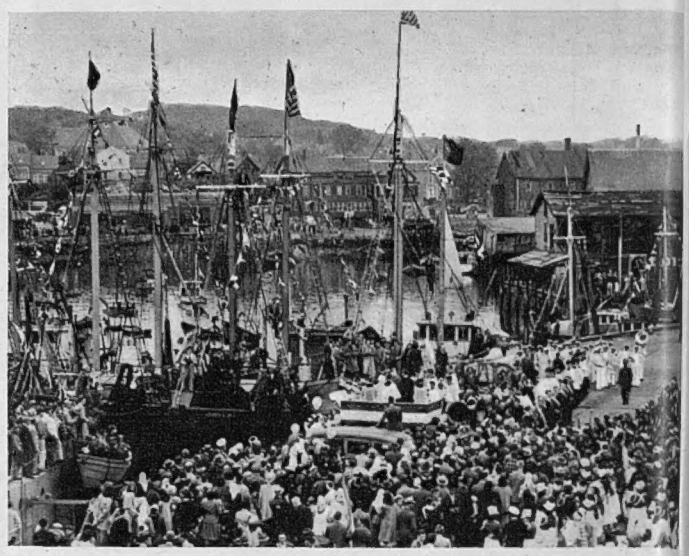


**ANTI-AMERICAN DEMONSTRATIONS IN THE SOVIET SECTOR OF BERLIN:** *On the left*, a truck-trailer bearing the words "Out of Berlin with the Americans, the war agitators and opponents to Germany's unity. Cheer for the free, democratic and united Germany." *On the right*, German police of the Russian sector march through the Friedrichstrasse to the meeting. This was held by the Communist-controlled faction of the Berlin trade union federation in protest against the American-sponsored opposition. Demonstrators carried placards with inscriptions such as "Get out of Berlin" and "Down with American Police Terror"

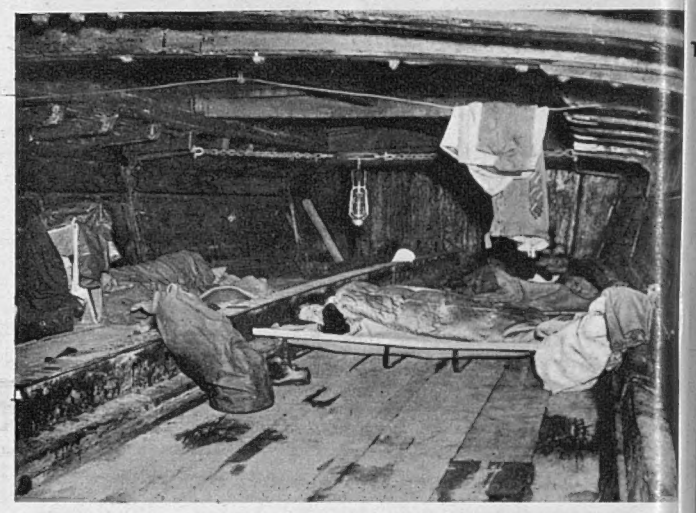
# SAILING SHIPS and MOSQUITO CRAFT

## New Pictures of Barge-Yachts, Sailing Craft and an Unsinkable Lifeboat

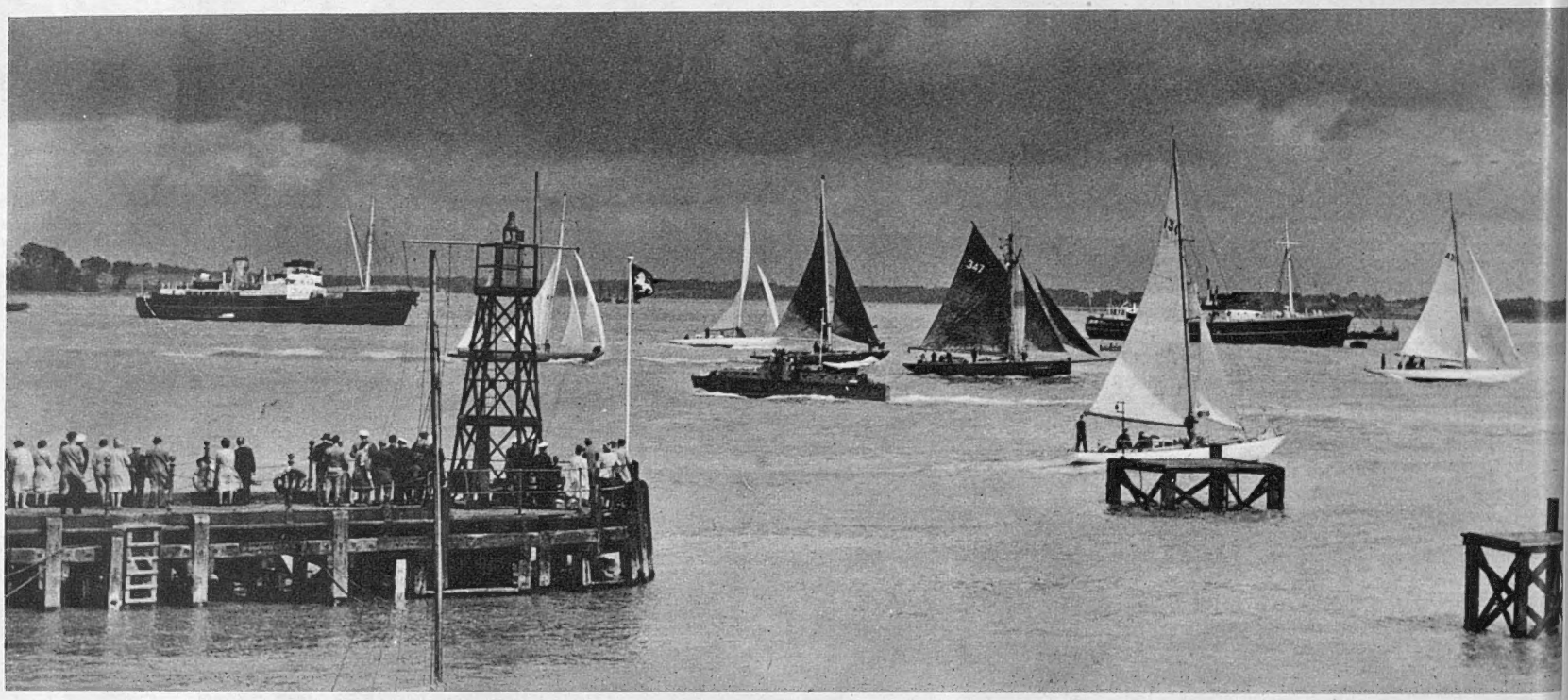
**THE THAMES BARGE SAILING CLUB ORGANISES ITS FIRST CRUISE: "SPURGEON" UNDER WAY OFF THE ISLE OF DOGS DURING A WEEK-END TRIP FROM ROCHESTER TO GREENWICH: Such a vessel has a 70-ft. mast and weighs some 50 tons.** The number of sailing barges in the Thames is diminishing. As they are put up for sale, so fresh buyers come forward—to convert them into yachts. The number of these conversions during recent years has been so great that to-day most of the new owners are members of the Sailing Club organised early this year. A few days ago the Club held its first cruise in the Thames. *Spurgeon* set out from Rochester by way of the Nore for Greenwich, with an amateur crew. The barges, despite their apparent clumsiness, are graceful craft when well handled. They have no engine, but their tall masts are capable of carrying enough sail to drive them, even when fully laden, at over six knots in a fair wind. Needless to say, the quarters below are more than ample—formerly having served as space for cargoes of 150 tons



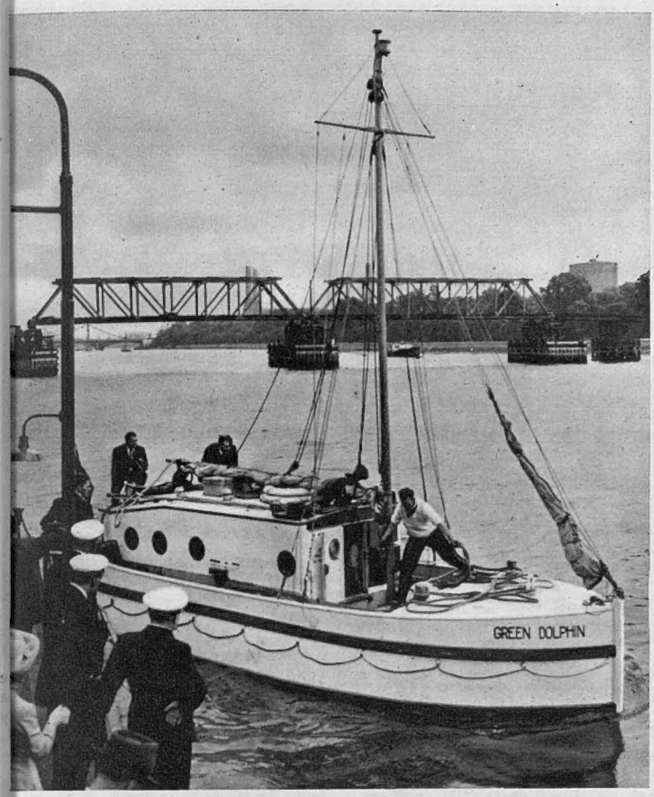
**AN ANNUAL FESTIVAL OF THE SEA IN MASSACHUSETTS: The scen in the harbour of Glouster during the yearly Blessing of th Fishing Fleet by Archbishop Richard Cushing of Boston. Man dignitaries were present at the service held on May 3 including the Portuguese Ambassador, Dr. Pedro Peraira**



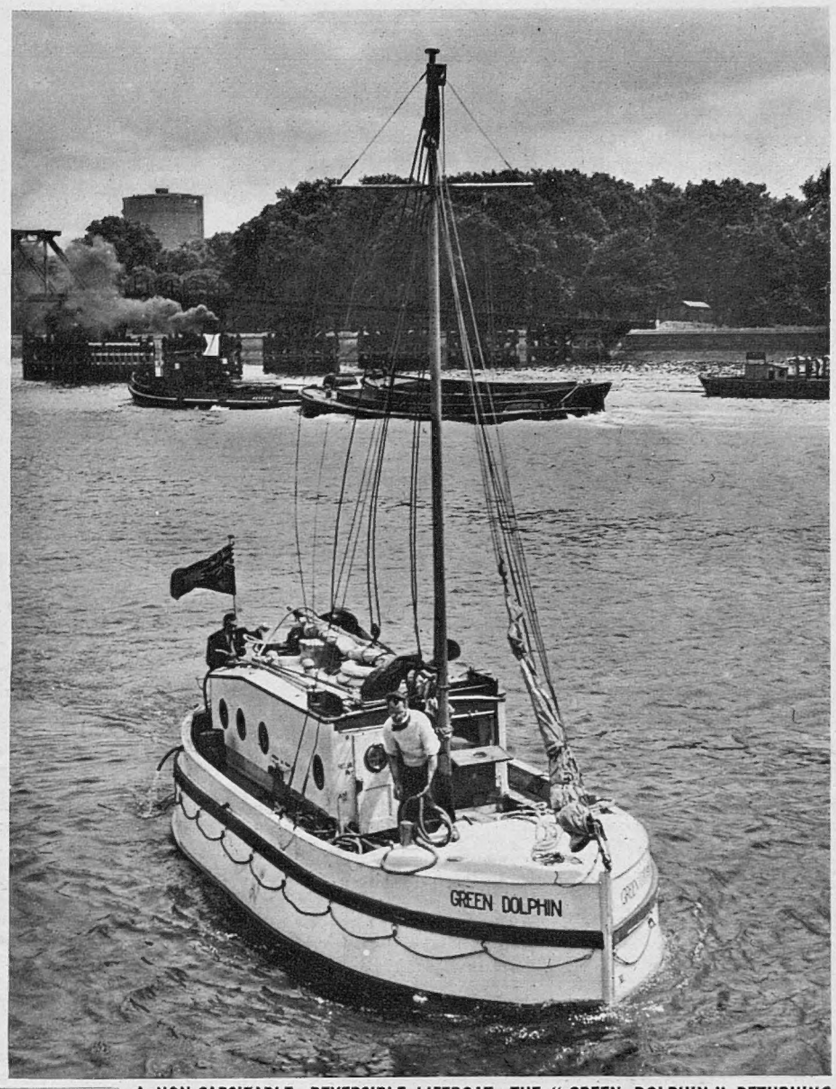
**IN THE SAILING BARGE "SPURGEON" THERE IS AMPLE ACCOMM DATION FOR SLEEPING QUARTERS: The space below hatch (formerly used for cargoes of 150 tons) can be adapte for almost any number—in hammocks or in camp be**



**THE START OF THE HARWICH TO KRISTIANSAND OCEAN YACHT RACE: Eleven yachts started in the Royal Ocean Racing Club's race from the Essex port of Harwich Kristiansand, Norway. There were three classes of yachts racing.** Nine of the yachts: *Overlord* (Royal Engineers Y.C.), *Theodora* (Major J. H. Parsons, Major R. G. Scholfield, Lt.-Col. J. French), *Eilun* (G. P. Hall), *Erivale* (Dr. E. Greville), *St. Barbara* (Royal Artillery Y.C.), *Marianna* (Lt.-Col. R. Blewitt), *Triune of Troy* (A. Johnson), *Mokoi* (Major J. Murray), and *Misha* (T. C. Worth), were English; the other two were *Peter* (J. M. Turner, Norway) and *Æolus* (T. Goldkoop, Holland). A good wind sent the yach off from Harwich, but two had difficulty in starting. *Peter* had trouble with her mainsail, which had been torn while on the way from Norway, and was six minutes la *Marianna* ran aground, but started again three-quarters of an hour astern of the others. The results of the three classes were: Class I (yachts of 38 ft. to 70 ft. rating), *Eilu* who finished the course in 65 hrs. 38 mins. 19 secs.; *Overlord*, time 65 hrs. 45 mins. 36 secs.; and *Theodora*, time 65 hrs. 50 mins. 05 secs. Class II (yachts of 27·5 ft. under 38 ft. rating), *Erivale*, time 53 hrs. 05 mins. 10 secs.; *Peter*, time 57 hrs. 36 mins. 56 secs.; and *St. Barbara*, time 61 hrs. 00 mins. 25 secs. Class III (yachts of 19 ft. under 27·5 ft. rating), *Triune of Troy*, time 65 hrs. 16 mins. 01 secs.; and *Mokoia*, time 65 hrs. 54 mins. 43 secs. The course was about 460 sea miles



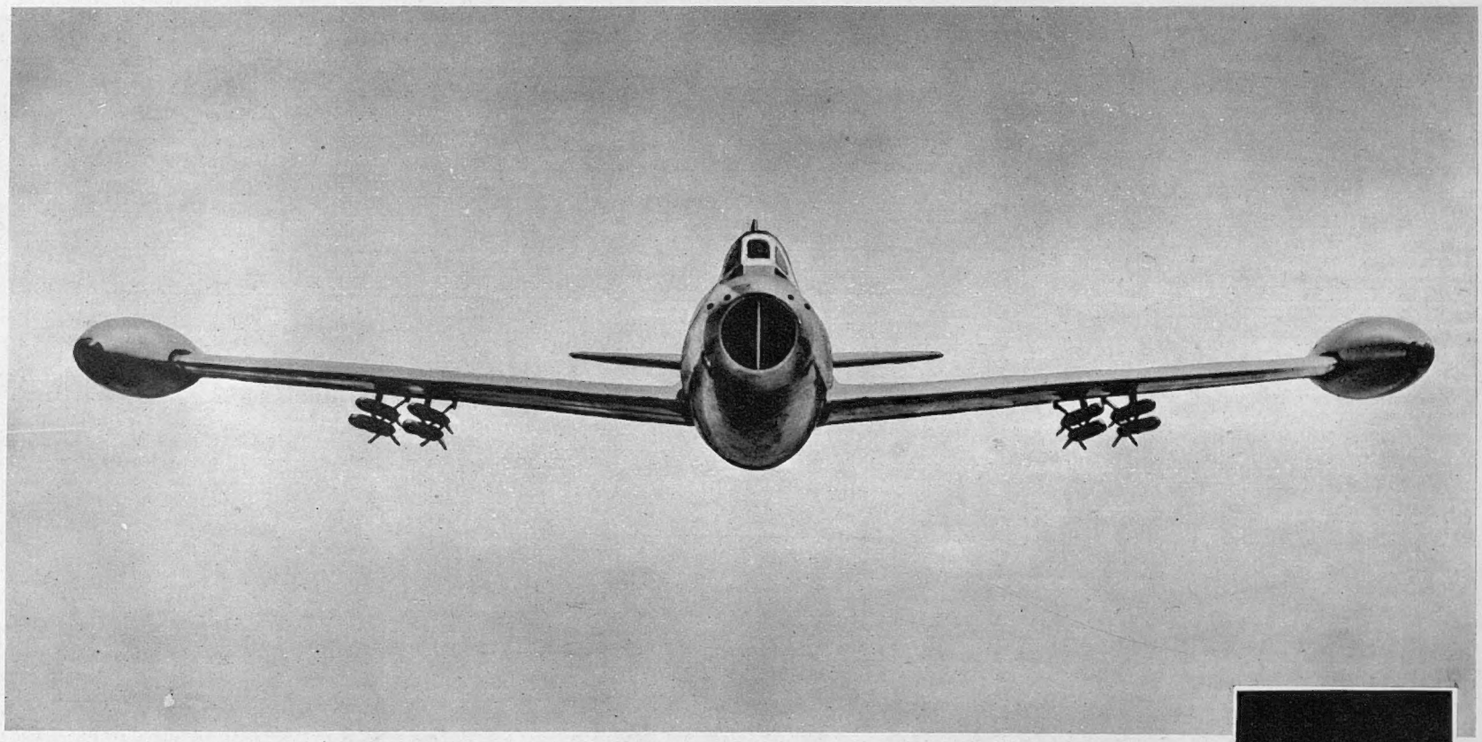

**THE "UNSINKABLE LIFEBOAT" CARRIES OUT ITS TEST TRIALS IN THE THAMES before setting out on a transatlantic crossing.** Mr. Harold Augustus Gaskin is the forty-nine-year-old inventor of this craft, which is described as uncapsizable, self-emptying and unsinkable. Experts from the Board of Trade accompanied him recently on a trip from Kings Lynn to London, and they are reported to have been impressed by the vessel's possibilities. After a trial last week in the Thames, the lifeboat is now being prepared for a 3,000-mile trip to the United States. The vessel is 32 ft. long; one of its chief features is the hollow hull, which allows the formation of an air pocket between the water and the boat. Four men, of whom the inventor is one, are to form the crew on the Atlantic voyage




**A NON-CAPSIZABLE, REVERSIBLE LIFEBOAT, THE "GREEN DOLPHIN," RETURNING TO CADOGAN PIER, CHELSEA, after demonstrating her capabilities during a trip up the Thames. The vessel is now to attempt a 3,000-mile transatlantic crossing to America**

**A GRACEFUL SWEDISH TRAINING SHIP VISITS LONDON'S RIVER:** This is the *Sunbeam*, owned at one time by the late Lord Runciman, but now used by the Swedish Government for the training of future officers. The picture was taken in the Thames at Greenhithe while the sailing ship was on her way to Shadwell Basin on a courtesy visit to London. The ship has twenty-eight Swedish naval cadets undergoing training on board: as a friendly gesture she has taken on two British cadets from the *Worcester* for the voyage to Lisbon. The *Sunbeam* came to England from Gothenburg. Passing in the background of this picture is the steamship *Llanstephen Castle*

**MOSQUITO CRAFT ENGAGE IN A SPEED RACE ON THE HUDSON RIVER: Each year a vast number of outboard craft take part in a race of 145 miles down the Hudson River from Albany to New York. This view was taken on June 15, as the tiny speedboats left the starting point on their long and arduous run, which is one of the severest of all water contests**

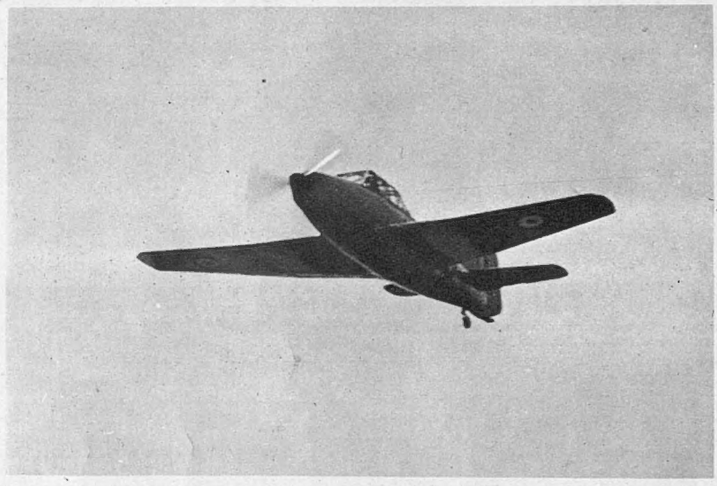


**ADDITIONAL FIRE-POWER FOR THE U.S. AIR FORCE'S ALL-METAL THUNDERJET : Eight high-velocity, 5-inch aerial rockets have been fitted to the armament of the Republic F.84 Thunderjet fighter, in addition to the six M-3-type 50-calibre machine-guns. A new order by the U.S. Air Force for 409 F.84's raises to approximately 1,000 the number on order from the builders. Two slotted wing-tip tanks give this single-seat fighter a combat radius of 600 miles. The machine has been timed at 619 m.p.h.**

# DEVELOPMENTS IN THE AIR

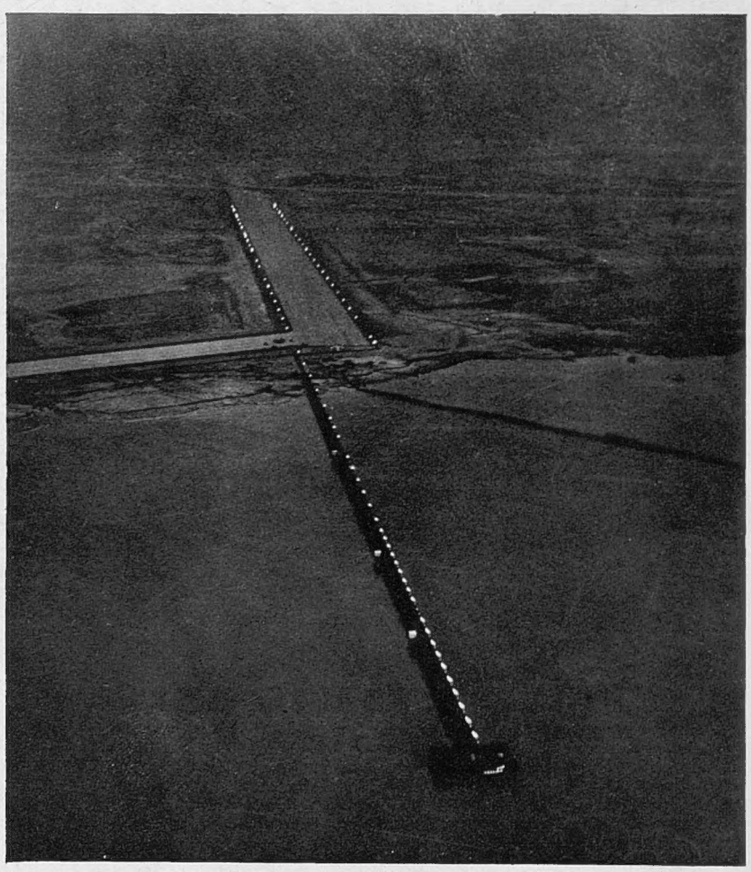
## Latest Additions at Home and in America

Since the end of the war, aircraft designers have been going ahead with plans for war planes, even though the market has been greater for civil air-liners. The U.S. Air Force has announced that the Thunderjet has been fitted with additional fire-power, and that the number of that type of aircraft has been increased. For the Royal Air Force, the factory of A. V. Roe has produced a new advanced trainer, the Avro Athena. This machine has had a successful test, but official trials have still to be carried out. Britain is still forging ahead with the building of flying boats, one of the most recent additions being the Short Sealand Amphibian, which has just been tested out at Belfast. The Sealand will be able to operate from both land and water



**THE AVRO ATHENA HAS A SUCCESSFUL TEST : The new Avro advanced trainer Mk. I is powered by a 1,000-h.p. Armstrong Siddeley Mamba propeller turbine engine. The cruising speed of the plane is 253 m.p.h., while the maximum speed is 287 m.p.h. The span of the Avro Athena is 40 ft. It has a length of over 36 ft. and a height of over 11 ft. The gross weight of the machine is 7,438 lb.** The early design work was undertaken by A. V. Roe's design staff at Yeadon, Yorkshire, under Mr. S. D. Davies, who was Chief Designer at the shadow factory and who succeeded the late Roy Chadwick as the Company's Chief Designer. Progress in the design and construction of the prototype has been controlled to some extent by the development of its power unit, which is the most powerful engine for its size in the world. The aircraft has yet to undergo a comprehensive series of test flights before having its official trials at Boscombe Downs

**BRITAIN'S LATEST CIVIL AIRCRAFT—THE SHORT SEALAND AMPHIBIAN TAKING OFF ON A TEST FLIGHT : This machine will be able to alight on water and land and, if necessary, it can be fitted with skis. The wheels are drawn up when landing on water. The amphibian has been undergoing trials at Belfast, Northern Ireland.** The Sealand is intended primarily for short haul-work over coastal routes. It has two engines, and can carry five to seven passengers with baggage, at a fuel consumption of nearly six miles to the gallon ; and has an economical cruising speed of 127 m.p.h. Orders have already been received, from abroad, for the machine



**A WELCOME FLASH AT NEW YORK'S INTERNATIONAL AIRPORT : An aerial camera has "stopped" the lightning-like flash produced by these Westinghouse all-weather approach lights. The actual flash is made by thirty-five lamps. When a plane is coming in to land, the flashing attracts the pilot's attention, showing him the direction of the runway, and indicating his altitude. The flashing can be seen through 1,000 ft. of some of the most severe weather. This form of flashing is one of the safety devices which are being employed at New York's International Airport. The Airport was due to open to commercial traffic a few days ago. In the past, insufficient means of lighting runways have often led to crashes. Arrangements at aerodromes for night landings have constantly been improving**

# ELECTION FEVER

## The Republican Party's National Convention at Philadelphia

The National Convention of the Republican Party began at Philadelphia last week with all the publicity that makes American elections so strange a spectacle to British eyes. At Stassen's headquarters at the Bellevue Hotel, a girl sat in a rowing-boat in the lobby, wearing a yachting cap and holding a banner with the words "Man the oars, Ride the crest, Harold Stassen, he's the best." Meanwhile, William Spotted Cow, a Red Indian chief, wandered through the streets of Philadelphia buttonholing delegates and telling them that his race were the original citizens of America. On the second day, Senator Martin, of Pennsylvania, withdrew, to give his support to Dewey, an instance of what supporters of candidates will do when they know that their man does not stand a chance. Martin expects to be Secretary of the Treasury, should Dewey become President.

**THE CONVENTION HALL IN PHILADELPHIA, WHERE THE REPUBLICAN PARTY HELD THEIR NATIONAL CONVENTION:** The chairman of the Committee on Convention Arrangements, Walter S. Hallanan, raps his gavel to call to order the 24th National Republican Convention on the opening day, June 21. The Hall, outside the centre of the town, seats 14,000, and great arc-lights for television and news-film cameras raised the temperature to an uncomfortable degree

**THE G.O.P. ELEPHANT OUTSIDE THE BELLEVUE-STRATFORD HOTEL IN PHILADELPHIA:** The symbol of the Republican Party had a prominent position outside the hotel where Harold Stassen and Thomas Dewey maintained their headquarters. It suffered deflation on more than one occasion through heavy rain and winds, but a maintenance squad soon repaired the leaks and pumped it up again

**CANDIDATES FOR THE REPUBLICAN PRESIDENTIAL NOMINATION:** Harold E. Stassen, Joseph Martin, Jnr., Thomas L. Dewey, Robert A. Taft, Earl Warren and Edward Martin photographed at a Union League Club luncheon on the day the Convention began. Senator Martin, Pennsylvania's "favourite son," withdrew in support of Governor Dewey, giving him an extra 40 votes. Thus began Dewey's highly successful "blitz"

**DEWEY, STASSEN, TAFT, AND A "DARK HORSE":** The three leading Republican candidates and a possible conqueror for the nomination, depicted in cut-out figures. They were represented as climbing ladders to President Truman's White House balcony

**AN OPEN-AIR SERVICE AT ONE OF ENGLAND'S SMALLEST CHURCHES : Culborne Church is situated in a narrow, wooded combe between Porlock and Oare in Somerset. It is Perpendicular in style and has a Norman font. The little church is only 33 ft. long by 12 ft. wide. The service was conducted by the Bishop of Bath and Wells and was so well attended that it would, in any case, have been impossible to hold it inside the church. Many visitors and holiday-makers were present, as well as children from the Dr. Barnardo's Home at nearby Ashley Combe House. Cars could not approach nearer than two miles away from the church**

**FIVE AMERICAN BISHOPS ARRIVE FOR THE LAMBETH CONFERENCE : This picture was taken at Southampton, after they had disembarked from the "Mauretania." They are (left to right) : the Rt. Rev. A. R. McKinstry, Bishop of Delaware ; Rt. Rev. A. W. Noel Porter, Bishop of Sacramento ; Rt. Rev. F. G. Budlong, Bishop of Connecticut ; Rt. Rev. W. A. Brown, Bishop of Southern Virginia ; and Rt. Rev. H. D. Phillips, Bishop of South-Western Virginia.** The eighth Lambeth Conference began last Thursday with a ceremony in Canterbury Cathedral, which was attended by over 300 bishops of the Anglican Communion from all parts of the world. The Conference will end on August 8

## FESTIVAL AND PAGEANT

**Canterbury's Harvest Festival of the World ; St. Albans' Millenary Pageant and Other Ecclesiastical Occasions**

**THE OPENING OF THE CANTERBURY FESTIVAL : The Harvest Festival of the World Service took place inside the Cathedral. A congregation of three thousand listened to the address by Dr. Hewlett Johnson, and a harvest anthem, specially composed by Dr. Herbert Howells, sung by the choir. Gifts from the Commonwealth and banners were received at the altar**

**PART OF THE HARVEST FESTIVAL OF THE WORLD PROCESSION AT CANTERBURY : Empire representatives carry their gifts to the Cathedral. They walked from the Mint Yard to the Cathedral**

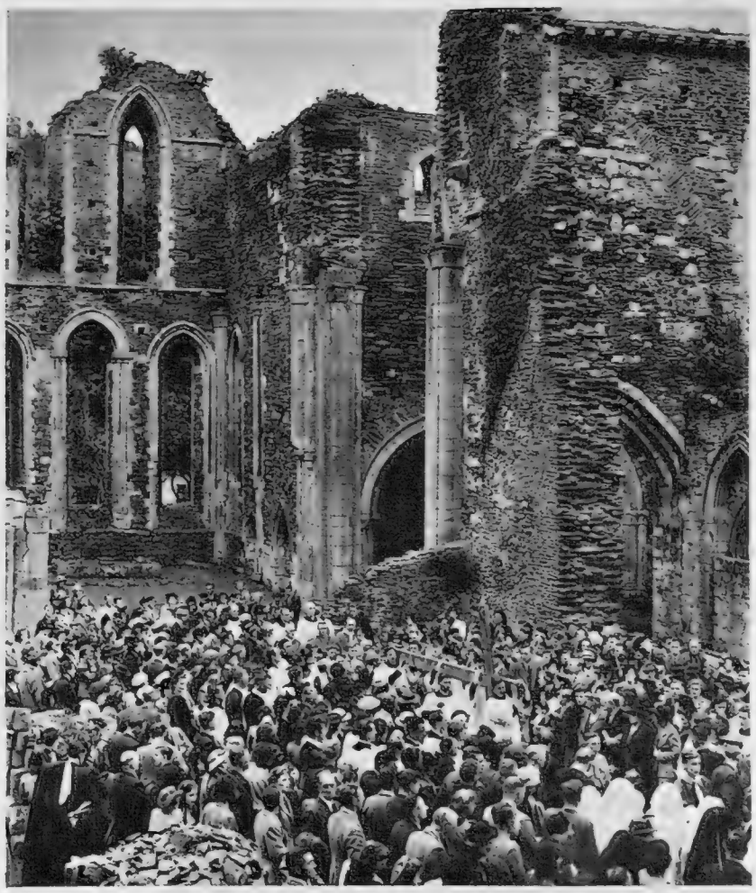
**THE PROCESSION ARRIVES AT THE CATHEDRAL : Banners carried by delegates from Ceylon, East Africa, Southern Rhodesia and U.S.A. can be seen in this picture.** The procession of agricultural workers, Land Girls, men of the associated trades, representatives of agricultural organisations and delegates from the Dominions, the Crown Colonies and the United States opened Canterbury's festival week with the celebration of the Harvest Festival of the World. They were joined by the Mayor and Corporation of Canterbury, and, headed by pipers, made their way to the Cathedral, where they were met, at the doorway, by the Dean, Dr. Hewlett Johnson, who conducted the service. The Festival Week celebrations included two religious plays, recitals of organ music and a symphony concert given by the Royal Philharmonic Orchestra

**ST. ALBANS PAGEANT TO CELEBRATE ITS MILLENARY : A.D. 948—Ulsinus, sixth Abbot of St. Albans, foresees the time when a city may grow up round the Abbey. He establishes the churches of St. Peter, St. Michael and St. Stephen on the three main approaches to the monastery. In this picture of the Pageant held last week, monks with shaven heads are carrying model churches to the approaches. Later, the Abbot was shown founding St. Albans School and laying out a market**

**A.D. 1570—QUEEN ELIZABETH GRANTS A WINE CHARTER FOR THE BENEFIT OF ST. ALBANS SCHOOL : She stopped there on her way to visit her Lord Keeper, Sir Nicholas Bacon, at Gorhambury. The privilege is shared alone with Oxford and Cambridge.** In the year 948 Ulsinus, Abbot of the Benedictine Abbey of St. Alban, founded three churches, a school and a market. To celebrate the millenary, a pageant was performed, last week, on the outskirts of the city of St. Albans and on the site of the Roman city of Verulamium. It was written and produced by Mr. Cyril Swinson with Mr. Arthur Waller, A.R.C.M., as Master of the Music. A thousand performers, a choir of 200 and an orchestra of sixty players took part. The pageant was in nine episodes, beginning with the Martyrdom of St. Alban in A.D. 303 and ending with the realisation of Abbot Ulsinus's plan, when St. Albans became a city in 1877. An epilogue brought the story of the city up to the present day and ended with a song of thanksgiving and farewell

**HOLY DAY—A.D. 1440 : Another scene depicted the visit of the young Henry VI to the Abbey, when he confirmed the rights of the Abbey and made a pilgrimage to the Shrine of St. Alban. An appropriate scene from Shakespeare's Henry VI, which takes place at St. Albans, was enacted in this episode**

**A CROSS FOR THE NEW CATHOLIC CHURCH AT LLANGOLLEN IN NORTH WALES : Priests from all parts of the country carried the cross to the site of the new church. Here, the Bishop of Manevia, the Rt. Rev. John Petit, is seen blessing the cross at Eliseg's Pillar, which was erected by Concenn in the ninth century in memory of his great-grandfather, Eliseg's, Prince of Powys. Last year the Abbey of Valle Crucis was the scene of another ceremony when Cistercian monks took possession of their ancient abbey after 400 years and celebrated Mass there for the first time since the Reformation. Bishop Petit sang the Mass with a choir drawn from Irish, Dutch and Italian choirs that had come to Llangollen for the first International Eisteddfod there. Pictures of the second International Eisteddfod at Llangollen appeared in last week's issue of "The Sphere"**



**THE THIRD HALT OF THE CROSS FOR LLANGOLLEN ROMAN CATHOLIC CHURCH : Father Seraphin of London addressed a large congregation in the ruins of the Valle Crucis Abbey which was built in 1201 by monks of the Cistercian Order**

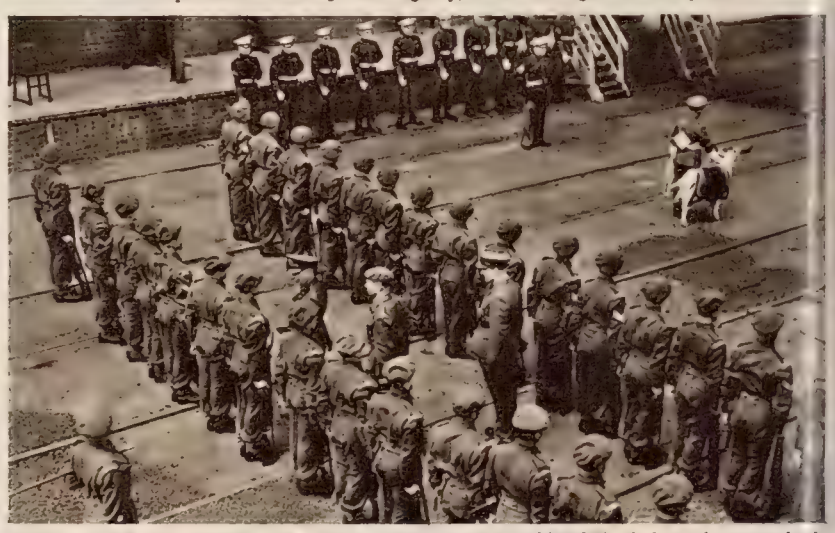
# PICTURES FROM MANY LANDS

## A Survey of Events in East and West

**THE RECONSTRUCTION OF THE CORINTH CANAL WILL SOON BE COMPLETED : Work in progress on the last obstacle caused by the Germans during their retreat from Greece at the end of the war.** Large American bucket dredgers are here seen clearing the last few feet of earth and rock which formed part of the 3-mile block in the Canal. It has been estimated that the work will be completed, including highway and railway bridges by the end of this coming August. Ships of 10,000 tons or less were expected to be allowed to use the Canal from the beginning of this month. The United States Army Corps of Engineers started their reconstruction work on November 6, 1947. The Corinth Canal connects the Ionian and Aegean Seas

**COUNT FOLKE BERNADOTTE AT THE JEWISH AGENCY IN JERUSALEM after his conference with Zionist officials on June 12.** The United Nations mediator is saluting as he leaves the Jerusalem Headquarters of the Agency. The Count flew from Cairo for a "first-hand inspection of one of the trouble spots in the Palestine truce situation." He conferred with Jewish and Arab leaders, and heard charges and counter-charges of truce violations. Later he flew to Damascus en route for his "Peace Palace" on the Island of Rhodes. Walter Eitan, head of the Information Department of the Jewish Agency, is at the right of this picture

**THE AMERICAN WAR DEAD GO HOME : Major-General Clayton L. Bissell, U.S. Military and Air Attaché in London, addresses the assembled company on board the "Lawrence Victory" in Queen's Dock, Cardiff. Five thousand caskets were borne in the ship, which sailed for America on the evening tide**



**THE WELCH REGIMENT ON THE QUAYSIDE AT CARDIFF being inspected by General Bissell before the sailing of the "Lawrence Victory."** Major-General Clayton L. Bissell is here inspecting a guard of honour of the Welch Regiment on the quayside at Cardiff, when the last of 5,000 caskets containing American war dead was taken aboard the U.S. transport *Lawrence Victory* for transport to the United States. "Taffy," the Welch Regiment's goat mascot, wears mourning on his silver-tipped horns. In the background can be seen a firing party of United States Marines. Flags in the city of Cardiff and on all ships in the port flew at half-mast while the impressive ceremony, attended by Cardiff civic dignitaries, was conducted. The *Lawrence Victory* put to sea on the evening tide

**AN ADMIRAL'S SON IS BURIED AT SEA : Rear-Admiral C. R. H. Taylor (on right) reads from the Book of Revelation as the coffin of Lieut. Nigel D. Fisher, R.N., is committed to the sea off Halifax, Nova Scotia, on June 16**

**THE COFFIN, DRAPED WITH THE WHITE ENSIGN, being committed to the sea from the deck of the Canadian ship "Haida."** These two pictures show the solemn scene on the deck of H.M.C.S. *Haida* as the burial service was pronounced over the coffin containing the body of Lieut. Nigel D. Fisher, before it was committed to the sea at a point 20 miles off Halifax, Nova Scotia, on June 16. Lieut. Fisher, son of Vice-Admiral Sir Douglas Fisher, Britain's retired Fourth Sea Lord, was twenty-seven years of age: he was killed on June 11, when a naval aircraft he was piloting crashed into the sea off Halifax. He was to have flown in the International Air Exposition to be held this month in New York

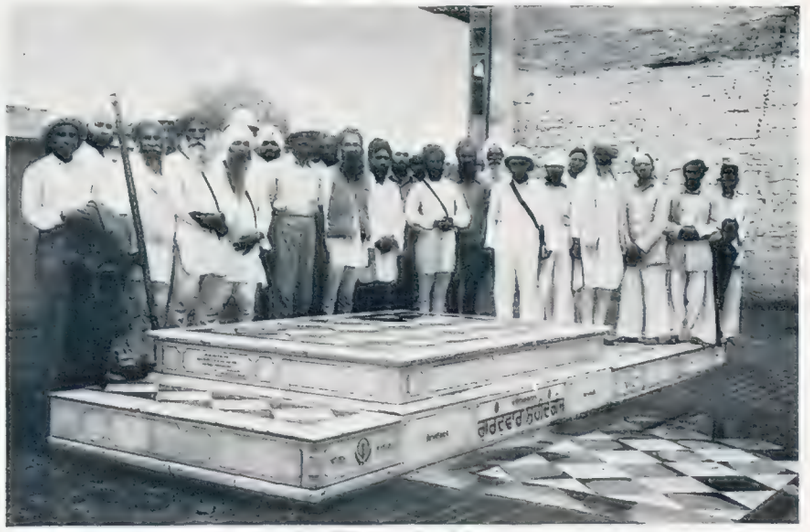
**MR. DE VALERA VISITS THE IRISH COLLEGE IN ROME:** Eamon de Valera, former Premier of Eire, is here seen with the Reverend Father Michael Curley as he signs the Visitors' Book at the St. Patrick's College in Rome on June 19. At the right is Eire's ex-Minister of Finance, Francis Aiken, while two students look on. The College trains Irish students for the priesthood, of which they become members of the Order of Augustinian Fathers. Eamon de Valera included a visit to the College in his Rome tour

**A PAPAL CONSISTORY IN THE VATICAN: The Pope, in white robes, in the Attendants' Hall on his way to the ceremony.** Fourteen Cardinals of the Roman Catholic Church assembled in the Consistory Hall in Vatican City on June 21 for the nominations of new Bishops by His Holiness Pope Pius XII. After the nomination of the Chamberlain, an office newly-filled at each Consistory, the names of the new Bishops, mostly Italian, were announced. Giuseppe Cardinal Pizzardo was named Titular Bishop of Albano, suburban diocese of Rome; while Benedetto Cardinal Aloisi Mesella was named Titular Bishop of the suburban diocese of Palestrine. At the Pope's right in this picture—back to camera—is Monsignor Enrico Dante, Prefect of Pontifical Ceremony. Noble Guards, with helmets, precede and follow the Pope; the others are Vatican attendants

**A PRINCESS GOES BAREFOOT IN TOKYO:** She is the Princess Kazuko Take, nineteen-year-old third daughter of Emperor Hirohito and Empress Nagako of Japan. She recently moved from the Imperial Palace to the residence of former Grand Chamberlain Saburo Hyakutake "to learn all about housekeeping"

**THE PINEAPPLE INDUSTRY OF MALAYA: The country is now trying to regain its lead after the terrific devastation caused by the Japs during the war.** In pre-war days about 90 per cent. of the canned pineapple consumed in Great Britain came from Malaya. Then we took 3,000,000 cases a year from them; to-day in the first year of post-war production, Malaya is struggling to top the 100,000 mark. Then, 40,000 acres were under pineapple cultivation; to-day only 4,000. Such is the extent of Malaya's need for rehabilitation. Three-and-a-half years of neglect, destruction and diversion under the Japanese has left the industry a problem that needs all the wealth of good administration, efficient research and the Malayan Chinese's infinite capacity for hard work to put right

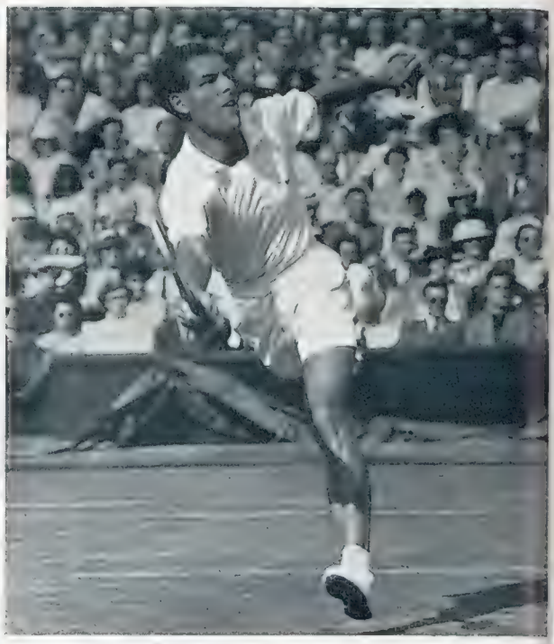
**AMERICAN ARCHÆOLOGISTS NEAR THE COMPLETION OF A TWENTY-TWO-YEAR-OLD TASK IN ATHENS: A general view of the Agora excavation site, with the Parthenon on the Acropolis in the background.** Six American archæologists are nearing the end of a twenty-two-year-old task in the city centre of this ancient Greek capital, twenty-five acres of which have been bought with funds from the Rockefeller Foundation. Relics 1,500 years old have been found by Dr. Homer A. Thompson, archæologist from the Princeton Institute for Advanced Study, and five assistants, during excavations at the Agora, or city centre of Athens, just below the Acropolis. The expedition has been burrowing here since 1931, and has another five years to complete its work



**A SIKH PILGRIMAGE INTO LAHORE: The visit to the Shahid Gunj Gurdawara, which was inspected during the Festival of Guru Arjan Dev Day and Jor Mela.** The celebrations of the famed festival of Guru Arjan Dev Day and Jor Mela on June 10 and 11 at Lahore, Pakistan, presented a very different picture from those of previous years. Formerly, many thousands of Sikhs attended from all over India. This year fifty only, some with their wives, came from the Eastern Punjab, and were met at the Indo-Pakistan border by a heavy police escort. The shrine itself was heavily guarded throughout the two-day festival to prevent incidents with the Muslims, and the visiting Sikhs were afterwards returned to the border, again heavily escorted. It will be recalled that there was much trouble over this holy shrine in 1934, when the Muslims claimed it as their Mosque. Since the formation of the Indian Union, there are no Sikhs in Lahore

C

THE FIRST MATCH ON THE CENTRE COURT: Tom Brown in play against D. W. Butler, who took him to five sets after winning the first. Brown is seeded No. 4 this year. Last year, seeded No. 3, he reached the final, in which he was defeated by Jack Kramer



A. J. MOTTRAM REACHES THE LAST EIGHT: The British player beat C. Cucelli, who, two days before, had defeated J. Drobny, the first seeded player to be dismissed. In the fourth round, he beat P. Washer

# WIMBLEDON ATTITUDES

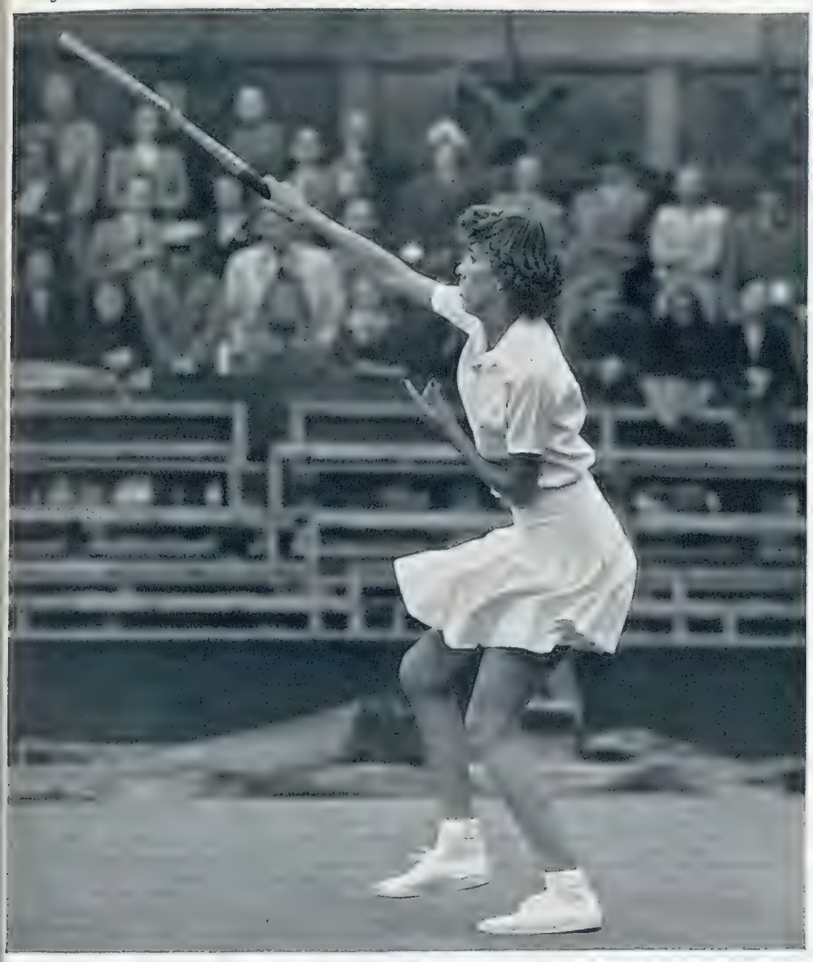
## The First Week's Clashes—Three Seeded Players are Beaten and a British Player Reaches the Last Eight

The Wimbledon Championships began last week with dark skies and a drizzle of rain. The first match on the Centre Court gave Tom Brown, last year's finalist and seeded No. 4 this year, his first victory when he defeated D. W. Butler. America again had a strong chance of winning with five of the eight seeded players in both the Men's and the Women's Singles. Frank Parker (who was beaten by L. Bergelin) was seeded No. 1 in the Men's Singles and Mrs. du Pont (who won the Women's Singles last year as Miss Margaret Osborne) No. 1 in the Women's. The first giant to fall was J. Drobny, who was beaten by C. Cucelli. On Saturday, E. W. Sturgess was beaten by J. Asboth to become the third seeded player dismissed in the first week. Further pictures will appear in next week's issue of THE SPHERE.

THE CONQUEROR OF THE FIRST SEEDED PLAYER TO BE DEFEATED: C. Cucelli beat J. Drobny (seeded No. 5) in the second round of the Men's Singles, but succumbed in the next round to A. J. Mottram

FRANK PARKER, SEEDED NO. 1: He is seen in his first match with the New Zealander, D. C. Coombe, whom he beat in three straight sets. He went on to beat his second and third round opponents—F. Carlson and C. A. Kemp of Ireland—equally easily but fell, in the next round, to L. Bergelin, after a match which lasted three hours

THE MAN WHO DEFEATED THE FAVOURITE: L. Bergelin of Sweden beat Frank Parker in the fourth round of the Singles. He was a seeded player two years ago, and reached the last eight, but has suffered from ill-health, and the great match with Parker tested his endurance



DORIS HART PLAYING AGAINST JOY GANNON : Miss Hart is seeded No. 4 in the Women's Singles. Last year she reached the final, where she was beaten by Margaret Osborne, who, as Mrs. du Pont, is seeded No. 1 this year. Joy Gannon did well to take the first set off her

JOY GANNON IN HER FIRST MATCH ON THE CENTRE COURT : The nineteen-year-old British player was unfortunate in meeting last year's finalist, Doris Hart, in the first round of the Women's Singles, last week

SEEDED NO. 2 IN THE WOMEN'S SINGLES : In spite of her defeat by Doris Hart in last year's semi-finals, Louise Brough was seeded No. 2 this year, two places above her. She is seen in her match against Mrs. Prentiss

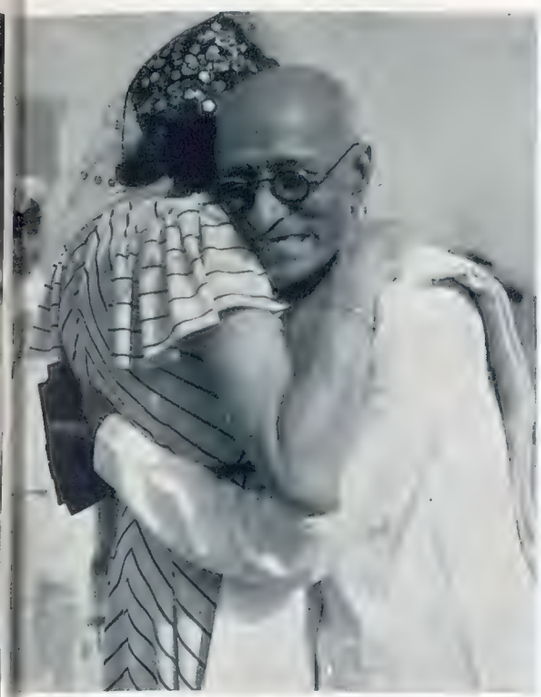
THE FRENCH VETERANS WIN THEIR FIRST MATCH : J. Brugnon and Jean Borotra defeated I. Tloczynski and C. Spychala in the first round of the Men's Doubles. Borotra is now forty-nine and Brugnon fifty-three. The popular Frenchmen were joyfully received by the crowd and won their match against their younger opponents by their brilliant match play and long-practised skill

THE DEPARTURE OF GOVERNOR-GENERAL AND LADY MOUNTBATTEN: *On the left,* the then Governor-General-Designate, Mr. Chakravarti Rajagopalachari is seen arriving at Government House, New Delhi, for his installation as the new Governor-General of India. *On the right,* he bids farewell to Lady Mountbatten

# INDIA'S FIRST INDIAN GOVERNOR-GENERAL

## The Mountbattens Depart and Mr. Chakravarti Rajagopalachari is Sworn In

THE STATE BANQUET IN GOVERNMENT HOUSE, NEW DELHI, ON THE NIGHT BEFORE THE DEPARTURE OF LORD AND LADY MOUNTBATTEN: At the banquet, Lord Mountbatten presented to India a set of ten pieces of gold plate. The set had originally been presented to the King by the Worshipful Company of Goldsmiths of London, and has been in Government House since 1930. Pandit Nehru presented a silver tray to Lord Mountbatten, on which the names of Union Ministers and provincial Governors were inscribed. An official reception followed the banquet, at which Lord and Lady Mountbatten bade farewell to many of their Indian friends



**A FAREWELL EMBRACE FOR LADY MOUNTBATTEN : The last Vicereine of India shared the great popularity of her husband, the last Viceroy and British Governor-General. In Pandit Nehru's message to Lord Mountbatten, he had said : " The Cabinet also wish to record their deep gratitude to Lady Mountbatten for her magnificent work in the cause of suffering humanity in India "**

The last Viceroy of India and the first Governor-General of the partitioned Dominion of India, Lord Mountbatten, gave place, last week, to the first Indian Governor-General, Mr. Chakravarti Rajagopalachari. The same ceremony that had been used for the installations of his British predecessors was repeated when he was sworn in by Sir Hari Lal Kania, Chief Justice of India, although the new Governor-General was clad in white homespun and wore sandals. He entered Durbar Hall and took his place on a dais in front of the throne. Mr. R. N. Banerjee, the Home Secretary, then requested and was granted permission to read his Majesty's commission under the Royal sign manual, and Sir Hari Lal Kania administered the oaths of office. The new Governor-General's address to the Assembly included a tribute to Lord Mountbatten, when he said, " The work of my predecessor during his memorable term of office was a marvellous instance of detachment, devotion and energy on the part of one who, though not belonging to India, worked as one belonging to her, and did his work in the spirit that is laid down in our scriptures with regard to the task that falls to anyone . . . "

**THE SWEARING-IN OF THE NEW GOVERNOR-GENERAL OF INDIA : Mr. Chakravarti Rajagopalachari, India's first Indian Governor-General, was sworn in by the Chief Justice of India, Sir Hari Lal Kania, who stands beside him, wearing a dark robe. The Prime Minister, members of the Cabinet, the President and Speaker of the Constituent Assembly, chiefs of Diplomatic Missions, rulers of Indian States and principal civil and military officers of the Government were present at the ceremony**

**THE ARRIVAL AT NORTHOLT AERODROME OF LORD AND LADY MOUNTBATTEN : They are seen with Mr. V. K. Krishna Menon, High Commissioner for India. Behind are Mr. Attlee, the Duke of Edinburgh, and Lady Patricia Brabourne. Lady Pamela Mountbatten arrived with her parents. Before leaving the airfield, Lord Mountbatten inspected a guard of honour of Indians from the cruiser " Achilles," which next month is to become H.M.I.S. " Delhi "**

**THE DUKE OF EDINBURGH GREETS HIS AUNT : He was at Northolt for the arrival last week of Lord and Lady Mountbatten, who later drove to their London home in Chester Street, Belgravia**

**NO. 17 FLEET STREET IS OPEN TO THE PUBLIC AGAIN: It was first opened to the public in 1906, and was closed in 1939 at the beginning of the war.** The site of 17 Fleet Street is known to have been owned by the Knights Templars in the twelfth century and later by the Knights Hospitallers of the Order of St. John of Jerusalem until that Order dissolved in 1540. The building itself was an inn which was re-built in 1610, when it was re-named "The Prince's Arms." It is known that the Council Chamber of the Duchy of Cornwall was situated in Fleet Street about this time, and it has been supposed that the Council met in Prince Henry's Room. This theory is, however, discredited by experts, and it is thought that the name arose because the room was in "The Prince's Arms" which was re-built in the same year that Henry was created Prince of Wales. The inn was later re-named "The Fountain," while in the latter part of the eighteenth and the early part of the nineteenth centuries the front portion of the building was used for a waxworks exhibition. In 1898 the London County Council acquired the site to prevent the building from being demolished, and the City Corporation gave £2,500 towards the cost of purchase and restoration. Precautionary measures taken during the war included the erection of timber struts to support the valuable ceiling, which survived the war years without damage. After the room is closed to the public it is available as a meeting place for learned societies, etc

**PRINCE HENRY'S ROOM AT 17 FLEET STREET: The magnificent Jacobean plaster ceiling bears the initials "P.H." and the three plumes of the Prince of Wales. The ceiling is unique in design and believed to be one of the best of its kind in existence. The room takes its name from Henry, Prince of Wales, a son of James I**

**THE WESTBURY WHITE HORSE, WHICH IS THREATENED BY A NEW CEMENT WORKS SCHEME: Local authorities consider that amenities would suffer and farmers foresee the loss of good land, caused by War Office plans, increased if the proposed works were built. Mr. Silkin, the Minister of Town and Country Planning, has himself visited the site.** The White Horse at Bratton, near Westbury, in Wiltshire, is 180 ft. long from head to tail; its eye is 25 ft. in circumference. It is on the site of one cut by King Alfred in 878 to commemorate victory over the Danes at Ethandune. In 1778, Lord Abingdon's steward, a Mr. Gee, altered it to represent bloodstock (he thought it looked like a cart-horse) and faced it the other way, and it was again restored in 1852

**A TUDOR FARMHOUSE SAVED FROM DEMOLITION: Downend Park Farm at Horfield, near Bristol, which was threatened with destruction.** Bristol Corporation's plan to demolish a Tudor farmhouse has been squashed by local opinion. In the view of a local antiquarian "the farm is one of the few houses of character now surviving in Bristol suburbs; its age cannot be later than 1600; its central gable and stone-mullioned windows indicate Tudor origin (perhaps pre-Elizabethan)." The interior of the house is delightful; the owner having cared for it over a long period of years. Massive beams across low ceilings, quaint windows and two fireplaces with Bristol blue Delft tiles, are features of a fascinating home in excellent condition

**PETITIONING TO SAVE DOWNEND PARK FARM: Miss Margaret Sherrell, owner of the old farmhouse, is seen obtaining another signature to the petition, which helped to convince Bristol Corporation to give up their intention of demolishing the house to clear ground for a football pitch**

A VILLAGE FOR SALE: The lovely fifteenth-century village of Stanton, in the Cotswolds, which forms part of the estate of Sir George Stott and which high taxation has forced him to put on the market.

# HISTORIC HOUSES

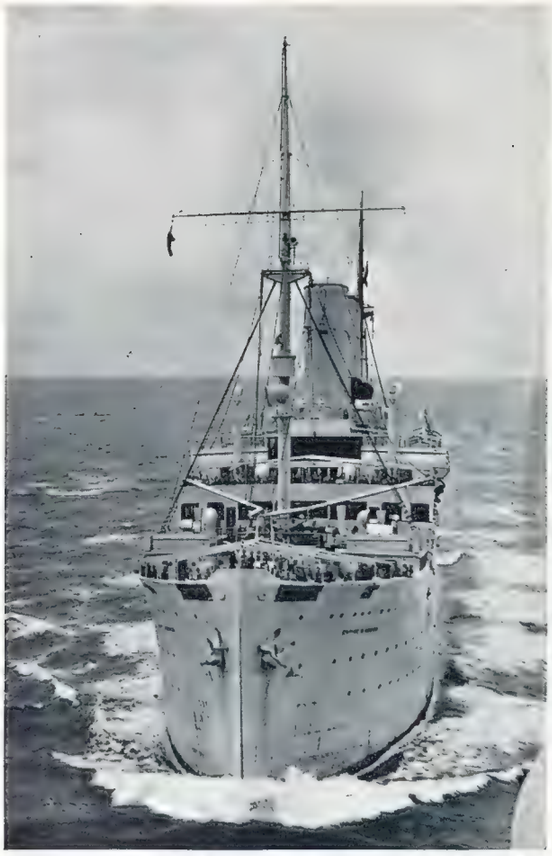
## A Cotswold Village for Sale; No. 17 Fleet Street is Reopened to the Public; A Tudor Farmhouse is Saved

Situated between Broadway and Winchcombe on the Cheltenham road, Stanton has several buildings of fourteenth- and fifteenth-century origin. The village forms part of Sir George Stott's 1,300-acre estate, which, he has declared, he is unable to maintain under present taxation. The late Sir Philip Stott, father of Sir George and a Lancashire architect, bought the village about fifty years ago

ANOTHER VIEW OF THE LOVELY COTSWOLD VILLAGE OF STANTON: Many of the houses are of great historic interest as well as beauty. The village was restored by Sir George Stott's father when he bought it some fifty years ago. The 1,300-acre estate includes the village and seven farms. In 1939 Stanton won Lord Bledisloe's cup for the best-kept village in England

AN OLD FIREPLACE IN DOWNEND PARK FARM: This is one of two fireplaces, decorated with Bristol blue Delft tiles and in an excellent state of preservation. The good condition of the house is largely due to Miss Margaret Sherrell's care of it

STANTON COURT—SIR GEORGE STOTT'S GLOUCESTERSHIRE HOME: It is for sale with the village, the seven farms and the remainder of the estate, which he inherited in 1937. Sir George stated in explanation of the sale: "I am being taxed out of existence, like many others"



**FOUR HUNDRED JAMAICANS COME TO ENGLAND IN SEARCH OF A NEW LIFE : The " Empire Windrush " sails up-Channel towards Tilbury Docks, where she berthed last week**

**SOME OF THE JAMAICANS ON BOARD THE " EMPIRE WINDRUSH " : They are here to seek for work which their own island cannot provide.** The former troopship *Empire Windrush*, of 14,414 tons, tied up at Tilbury Docks on the morning of June 22, with 450 Jamaicans, mostly Royal Air Force ex-servicemen, aboard. They have come to Britain to escape their island's unemployment problem; and their presence here has provided the Colonial Office and the Ministry of Labour with the problem of placing them in jobs in this country. Some of them will stay with friends they made while on war service; others will be accommodated at the Colonial Office hostel in Wimpole Street, London; and in the deep air-raid shelters on Clapham Common. Mr. George Isaacs, Minister of Labour, has said that there is no guarantee of jobs for all the men, but in a reply to a question in the House of Commons stated: " We will do our best "

## HOME NEWS in PICTURES

**SOME OF THE AMERICAN TEACHERS NOW IN BRITAIN who met the Queen at Hatfield House.** These six teachers from the United States who are now teaching in Britain under the exchange of teachers plan (their British counterparts are instructing classes in the U.S.A.) reached the social climax of their stay on June 22, when they, with nearly 100 of their colleagues, were presented to the Queen. The presentation was at Hatfield House, ancient seat of the Salisbury family, whose present head is an intimate friend of the Royal family. At the extreme right of the group is Miss Margaret Sechrist, from New Cumberland, Pennsylvania, who is teaching at a secondary school in Bournemouth, Hants.

**THE QUEEN RECEIVING THE AMERICAN TEACHERS AT HATFIELD : The reception was given by the British Committee which sponsored the interchange of the teachers**

**A BRITISH-BUILT LINER FOR FRANCE : The passenger and cargo steamer " Commandant Quere " undergoing a demonstration trial at Southampton Water.** This vessel has been designed for the mail and passenger service between Marseilles and Corsica. She was built by John J. Thornycroft, Ltd., at their Woolston works, Southampton. The vessel is 363 ft. in length, with a beam of 50 ft. and is designed for a speed of 18 knots. The *Commandant Quere* has a capacity for some 1,000 tons of cargo in addition to parcels and mail. She has accommodation for over 900 passengers. The ship is the first passenger liner to be built in Britain in replacement of French marine war losses. One of her new features is the funnel top, which has been specially constructed so as to keep all soot and fumes clear of the deck

**A RECONDITIONED LINER WHICH IS NOW SAILING AS AN EMIGRANT SHIP TO AUSTRALIA : The P. and O. liner " Ranchi " in the King George V Dock, London, just before setting out on her voyage.** The P. and O. liner *Ranchi*, after her release from war service, underwent extensive reconditioning at Southampton and London; she has now sailed from the Thames for Australia. She is to operate as a one-class vessel on outward voyages, carrying emigrants; but on homeward trips she will carry a limited number of passengers in conditions comparable with tourist class. She is expected to carry thousands of people wishing to settle in Australia. During the war the *Ranchi* served as an armed merchant cruiser, and as a troopship. Since her pre-war days, when she cruised to the Baltic and Mediterranean during the summer months, she has had one of her funnels removed

**CADETS FROM WEST POINT PAY A VISIT TO SANDHURST:** The three cadets from the United States Military Academy at West Point, New York, who are on a debating visit to this country, seen during their visit to the Royal Military College, Sandhurst. From left to right in this picture are: Lt.-Col. Terence Burrows, Conducting Officer; Lt.-Col. Chester L. Johnson, in charge of the Americans; Cadet Will F. Gorog (Warren, Ohio); Senior Under Officer Ian Baker (Sandhurst); John F. McArdle (California); Senior Under Officer Gavin Anderson (Sandhurst); Cadet Richard A. MacKenzie (Savana, Illinois); and Senior Under Officer Michael Hicks (Sandhurst)

**AN AMERICAN CADET SPEAKS DURING A DEBATE AT THE OXFORD UNION:** The English undergraduates are here listening to Cadet John McArdle, of the U.S. Military Academy at West Point, at the Oxford Union debate at Oxford on June 17. McArdle was speaking for the motion "That This House Believes That the Separation of the American Colonies Had Better Not Have Occurred"

*On left—*

An 11-ft. photographic "mock up" of the much-discussed statue of General Gordon has been made on the order of the Ministry of Works, so that members of the Fine Arts Commission can select the most suitable site for the statue. Formerly standing in Trafalgar Square, the Gordon statue was moved to make room for the Beatty and Jellicoe Memorials. Protests against the removal culminated in an appeal for "special consideration" in the House of Commons by Mr. Churchill. The statue is now in store in Hyde Park

**THE SEARCH FOR A SITE FOR THE GENERAL GORDON STATUE DISPLACED FROM TRAFALGAR SQUARE: A photographic model sets out from Ealing for inspection by the Fine Arts Commission**

**M. MIKOLAJCZYK, FORMER PREMIER OF POLAND AND LEADER OF THE PEASANT PARTY, returns to England.** After his departure from Poland he went to the United States; he has now returned for discussions with his London publisher. In his luggage is the completed manuscript of his new book *The Coming Russian Terror*

**THE BRONZE STATUE OF KING GEORGE V BEING PACKED FOR SHIPMENT TO ADELAIDE, SOUTH AUSTRALIA:** This statue was designed by Mr. Maurice Lambert for the King George V Memorial Committee of Adelaide. It was packed at Whitehead's marble works, Kennington Oval, for shipment to Australia on June 29. The statue stands 15 ft. 6 ins. high; it is 13 ft. long and 6 ft. wide. It is to be unveiled by the King when he visits Australia

**17,900 FOOD PARCELS ARE DISTRIBUTED TO THE FORD WORKERS AT DAGENHAM: The 4.30 p.m. shift leaving the factory and collecting their gifts.** In appreciation of his great welcome during his recent visit to this country, Mr. Henry Ford, chief of Ford Motors, has sent over 17,900 food parcels. Each weighs approximately 11 lb., and contains bacon, butter, margarine, lard, cheese and tinned milk. The parcels are for distribution to Ford workers in this country

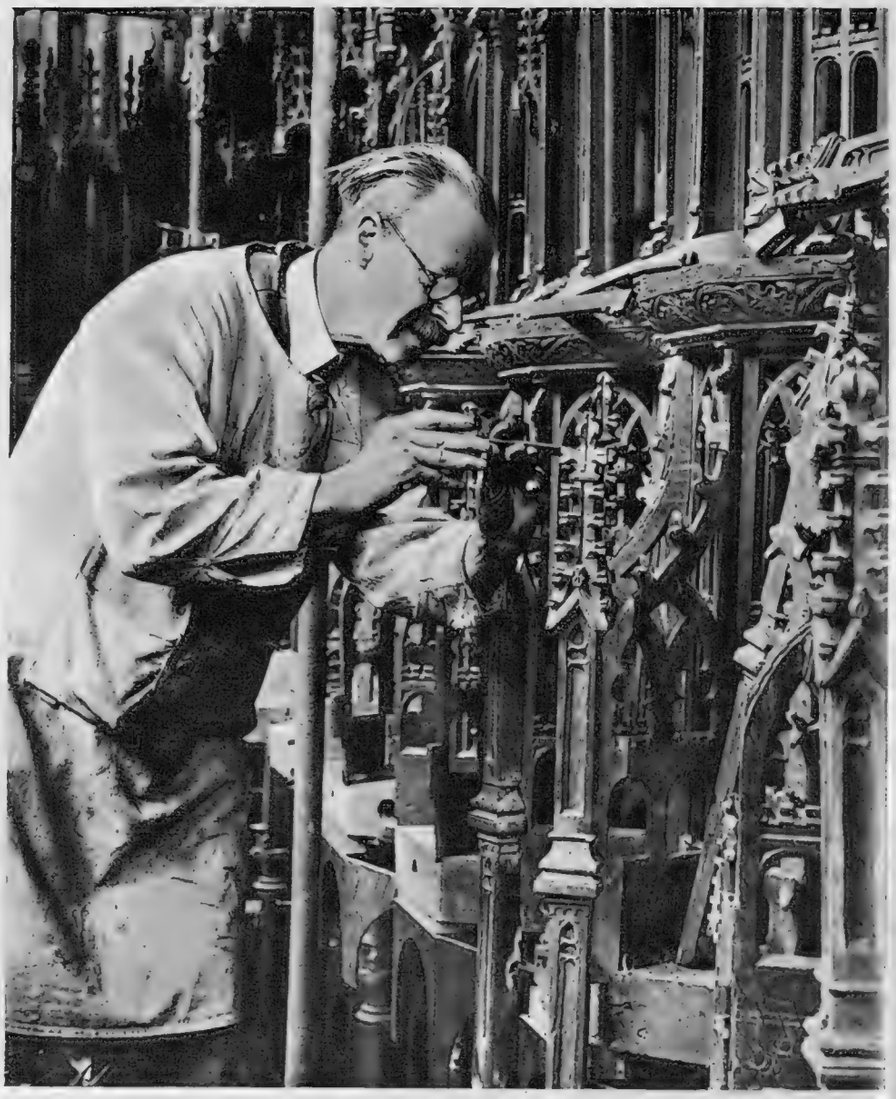
# ENGLISH CRAFTSMEN

## Wood Carvers at Manchester Cathedral ; The Glass Painter to the King Restores Stained Glass from St. Mary's Guildhall, Coventry, in his Wembley Studio

**RESTORING WOOD CARVING IN BLITZED MANCHESTER CATHEDRAL : Seventy-seven-year-old Tom Curran at work on one of the pinnacles from the fifteenth-century choir stalls. He has followed his craft of wood carving for more than sixty years**

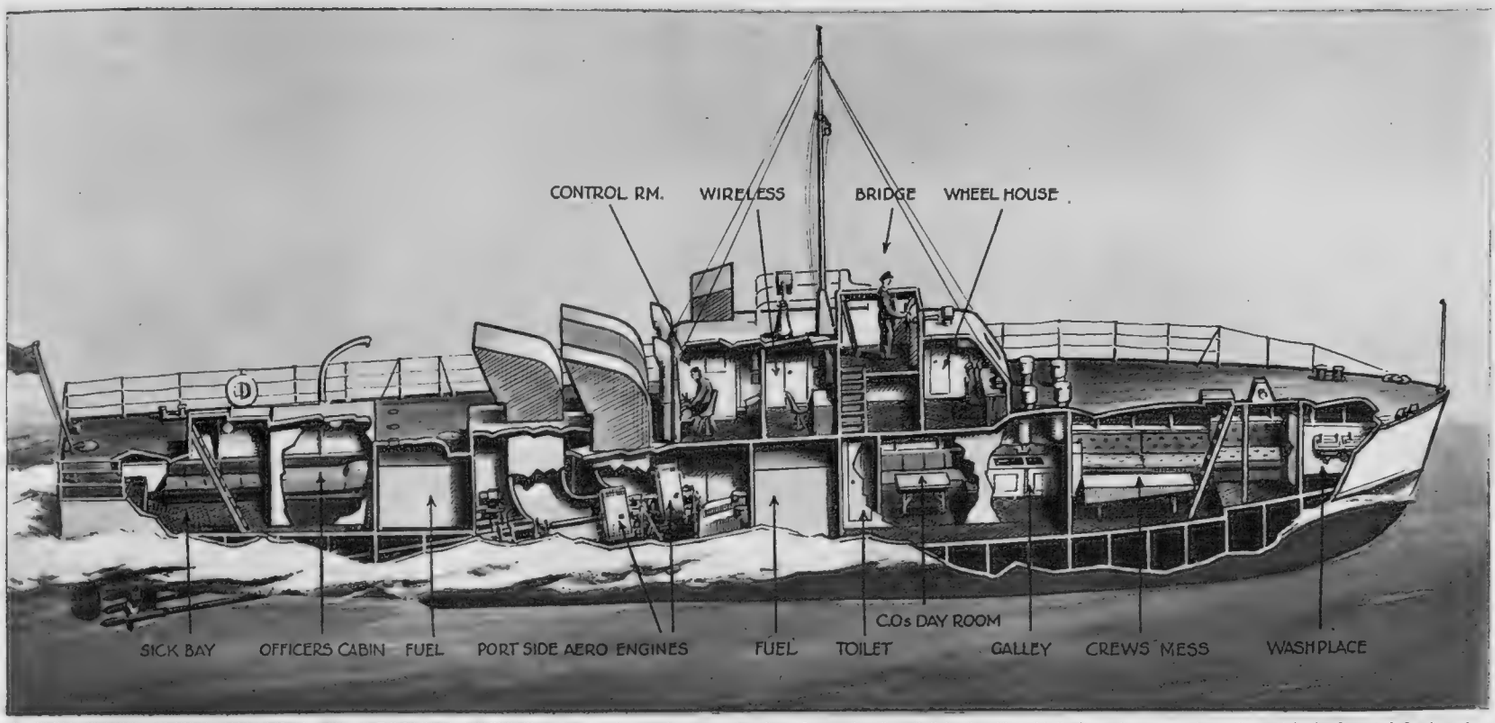
**FOLLOWING IN TOM CURRAN'S FOOTSTEPS : Sixteen-year-old Dennis Gray, of Davyhulme, Manchester, is learning the trade. He is working on the crestings for the top of the choir stalls**

**ONE OF REGINALD BELL'S STAINED-GLASS WINDOWS IN THE CHURCH AT LITTLE HAMPDEN : In the bottom right-hand corner of each window, Mr. Bell "signs" his work with a bird holding a bell in its beak, perched on a capital "R"**

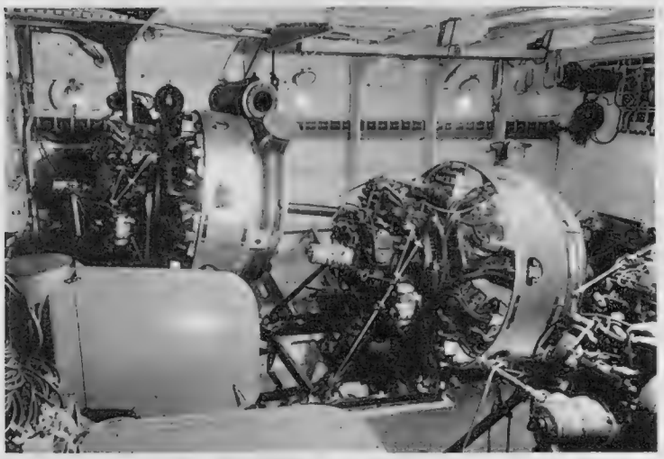


**TOM ROGERS, WHO HEADS THE TEAM OF WOOD CARVERS IN MANCHESTER CATHEDRAL : His delicate craftsmanship is employed in restoring the fine wood carvings which suffered damage from blast during an air raid.** Wood carvers, like so many other craftsmen, are a dying race. The team which is helping to restore the beautiful fifteenth-century choir stalls of Manchester Cathedral consists of sixty-year-old Tom Rogers, seventy-seven-year-old Tom Curran, and sixty-two-year-old Walter Whitty. All learnt their trade as boys. Few apprentices are available nowadays, although Tom Rogers has one enthusiastic and nimble-fingered learner in Dennis Gray, whose picture is on the left

**GLASS PAINTER TO THE KING : Reginald Bell, sixty-four-year-old maker of stained-glass windows, examines a panel of stained glass from St. Mary's Guildhall, Coventry, which he is restoring.** In his studio over a garage at Wembley, Reginald Bell, holder of the special appointment of Glass Painter to the King, is cutting and joining thousands of new pieces of glass to replace those shattered by bombing when Coventry's St. Mary's Guildhall was damaged. The name of Bell has been prominent in the world of stained-glass window makers since the first Glass Painter to the Sovereign was created about 1840. Reginald Bell's windows are to be found in churches and cathedrals in America, South Africa, India and Europe, as well as in England. Besides his work for St. Mary's Guildhall, he is engaged on a 9 ft. tall figure of St. Francis of Assisi for a memorial window in Beaulieu Abbey: 6,000 pieces of stained glass will be used in the making of this figure. In this picture he is working on the restoration of a window depicting Queen Isabella of France, from St. Mary's Guildhall




**A NEW NAVAL VESSEL POWERED BY AEROPLANE ENGINES: A section, fore and aft, through the "Celerity," which has been undergoing Admiralty trials in the Solent.** Under the wheelhouse of the *Celerity* there is a central passage flanked on the port side by the galley and captain's cabin and by the petty officers' cabin to starboard. Forward of these is the crew space, with six settee berths and pipe cots overhead. Fuel tanks—ten in all—are situated forward and aft of the engine-room, in which can be seen two of the four Bristol Hercules XVII air-cooled radial aero engines. Nearer the stern there are two more cabins for officers opening out of a large space which can be used for a sick bay or other purposes, according to the role in which the ship is to be employed. The *Celerity* can be steered either from the open bridge or the wheelhouse, and a special feature of the design is the provision of an engine control room, from which the engine throttles and the variable-pitch propeller controls can be operated in comfort—*Drawings by L. T. Dunn*

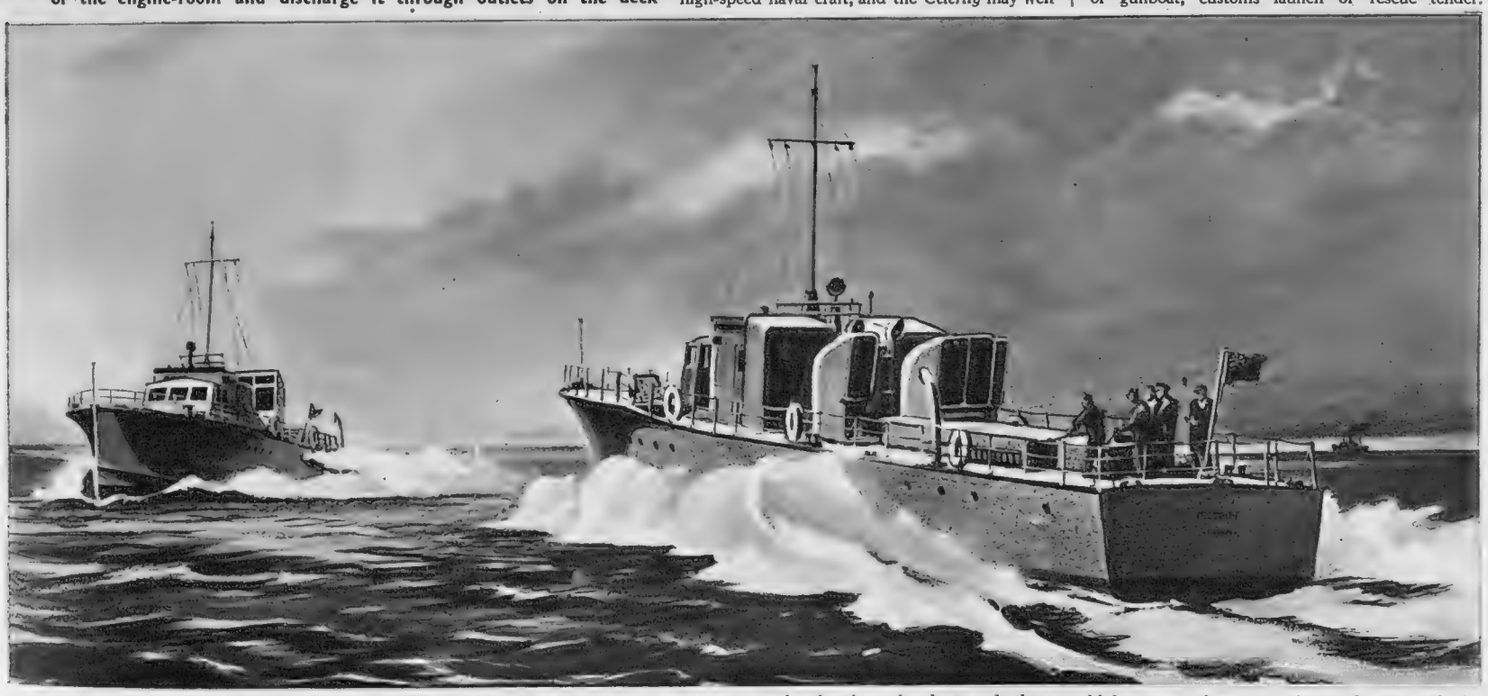


**THE ENGINE-ROOM OF THE "CELERITY": Two of the four Bristol engines in position in the engine-room. This picture does not show the ducts which enclose the engines, draw air into the front of the engine-room and discharge it through outlets on the deck**

# A NEW NAVAL VESSEL POWERED BY RADIAL AERO ENGINES

**The Bristol Aeroplane Company's "Celerity," which has been Undergoing Sea Trials in the Solent**

The *Celerity* attracted attention when she lay in the Thames at Richmond owing to her unusual appearance. She was manned by a crew of eighteen and flew the Red Ensign. Later, she left for the Royal Naval M.T.B. base, H.M.S. *Hornet*, and underwent official sea trials in the Solent, at which naval experts were present. Built at Isleworth, on the Thames, for the Bristol Aeroplane Company, she is the first ship to be driven by air-cooled aero engines, driving variable-pitch propellers. Much attention is now being paid to the development of small, high-speed naval craft, and the *Celerity* may well revolutionise ideas of powering and design. An unusual feature of the design is the inclusion of large air-intake ducts on the deck and coach roof. These convey air into the engine-room and are shuttered to prevent salt-water getting in, during bad weather. Four Bristol Hercules XVII radial air-cooled engines are fitted in the *Celerity*, developing (at 2,900 revolutions per minute) a total of 6,700 shaft horse-power. They are of the type used in the Wellington bomber and in modern Wayfarer and Viking aircraft. The maximum speed is 40 knots, while at economical cruising speed the *Celerity* has the large cruising range of 4,200 miles. Aero engines of this type have the advantage of a lower fuel consumption, and by the elimination of the water circulating and cooling systems needed in marine-type engines, make a smaller engine-room possible. By fitting variable-pitch propellers, clutches and reverse gears are likewise dispensed with, further economies are made in fuel consumption, and there is a great improvement in manœuvrability. Also, when it is desired to cruise at low speed on perhaps one or two engines, the propellers of those not in use can be feathered, reducing resistance to a minimum. Craft similar to the *Celerity* would appear to be suitable for a wide range of duties, such as patrol work, or as a torpedo or gunboat, customs launch or rescue tender.

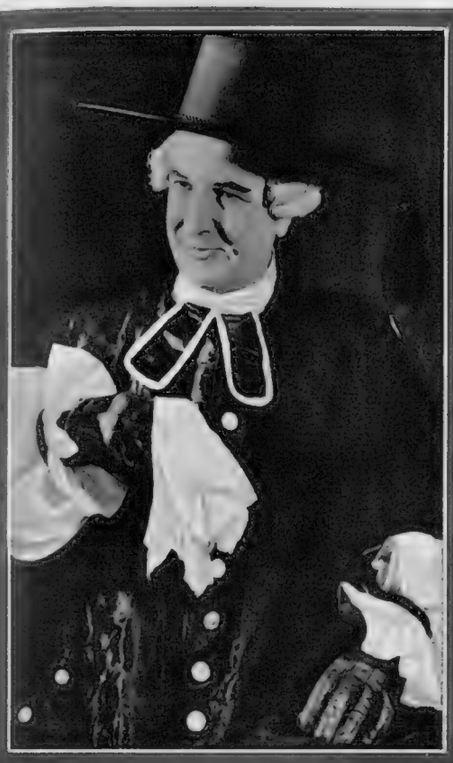


**THE "CELERITY" UNDERGOES HER ADMIRALTY TRIALS: Two views of the new vessel, showing the large air-ducts which are such a prominent feature of the design.** While the hull is built of two layers of mahogany, there is an outer skin of light alloy, and this material is also used in many other parts of the ship, including the whole of the superstructure. The *Celerity* has a displacement of approximately 80 tons, and is 105 ft. in length, 22 ft. in breadth and has a draught of 5 ft. 9 ins. Particular attention has been paid to the design of the accommodation to ensure that there is the maximum of comfort for personnel in whatever climate she may be operating

MARTYN GREEN AS KO-KO IN "THE MIKADO": Since he joined the company as chorister, Martyn Green has played all of the comedy roles

THOMAS ROUND AS NANKI-POO IN "THE MIKADO": A comparative newcomer, Thomas Round shares the tenor roles with Leonard Osborn

A SCENE IN ACT I OF "IOLANTHE": The Peers and Fairies Chorus stand behind Ella Halman as the Queen of the Fairies. On her right is Charles Dorning as Strephon, and on her left, Martyn Green as the Lord Chancellor; Darrell Fancourt as the Earl of Mountararat and Leonard Osborn as Earl Tolloller



RICHARD WATSON AS HE APPEARS AS DON ALHAMBRA IN "THE GONDOLIERS"

CHARLES DORNING AS ARCHIBALD GROSVENOR AND MARGARET MITCHELL AS PATIENCE IN THE OPERA OF THAT NAME

LEONARD OSBORN AS MARCO AND GWYNETH CULLIMORE AS GIANETTA IN A LIVELY SCENE FROM "THE GONDOLIERS"

# GILBERT and SULLIVAN at SADLER'S WELLS

## Some New Pictures of the D'Oyly Carte Opera Company During their London Season

The D'Oyly Carte Opera Company are in the middle of their third season at the Sadler's Wells Theatre. Their great popularity is undiminished, they have broken all records for the theatre and all reserved seats are booked until the end of their run on July 31. After finishing with *The Mikado* on the last Saturday, they will take their summer vacation before the usual tour of the larger provincial towns. The recent visit of the company to New York and Boston was an outstanding success. An interesting sidelight concerned the changes that had to be made in the libretto of *The Mikado* owing to the colour question. "Nigger" was not thought a happy word to use, and the lady who stains her hair puce was not "painted like a nigger," but "painted with vigour with permanent walnut juice." The present company is well up to the high standard maintained since Richard D'Oyly Carte presented the operas for the first time and the traditional policy of recruiting leading players from the chorus is still carried out.

RICHARD WALKER AS PRIVATE WILLIS (OF THE GRENADIER GUARDS) IN "IOLANTHE": He joined D'Oyly Carte as a chorister and understudy in 1924 and has since played many of the baritone leads

JOAN GILLINGHAM AS HEBE IN "H.M.S. PINAFORE": This charming young member of the company was a W.A.A.F. during the war and served as a radar operator. Later she toured R.A.F. camps with a W.A.A.F. musical show

# HERALDING THE FOURTEENTH OLYMPIAD

## The Last Few Days Before the Opening at Wembley

By CHARLES GRAVES

AFTER months of preliminary paperwork, conferences, cables and resolutions, the Olympic Games are at last taking shape. Already a number of competing athletes have arrived in this country, although the Olympic villages at Uxbridge, West Drayton, Richmond Park, Torquay and elsewhere do not open officially until next Friday. First arrivals were the New Zealanders, Indians, Australians, Afghans and Cingalese, who have brought their own coconuts. The Argentinian horses have also arrived. Deadline for acceptances occurred a fortnight ago, when Monaco and British Guiana just managed to "get in under the rail." (The Monegasques have entered a team for Bisley.)

Entries have proved to be bigger than ever before. Sixty-one nations are taking part, compared with 49 in the Berlin Games of 1936. The individual entries are also larger than previously. Great Britain takes the lead with 331 men and 66 women, followed by the United States with 317 men and 58 women. The smallest entry is that of Singapore, which will be represented by a hurdler named Valberg.

It is difficult to estimate the actual box-office receipts from the Games, but I am told that £740,000 is likely to be exceeded. Altogether, 2,500,000 tickets will have been bought if the expected sell-out occurs. Any profits will go to the amateur athletic bodies of the 61 nations competing. And to judge by the remarks of Lord Burghley, the chairman of the organising committee, the Games should at least break even. Merely for the athletic events over 15,000 tickets have been sold overseas. These tickets, by the by, are made by Waterlow's, who make the banknotes, so they should not be easy to forge. As from the last few days, it is now possible to buy them at the various agencies, instead of having to write to the box-office at Wembley Stadium.

The prices themselves vary enormously, according to the sport involved, of which there are 17. Most expensive is the boxing, where a full series of 12 tickets can cost as much as £27 6s. Reserved seats for the athletics can cost as much as 16 guineas for the full series of 8 tickets. Reserved seats for the canoeing for two days cost only 1 guinea, that being the other end of the scale. Between them you have 8 guineas for a full series of 4 tickets for the semi-finals and finals of the football; 4 guineas for 8 days to watch basketball; and 4 guineas for 4 days for the cycling at Herne Hill and Windsor Great Park.

The genuinely international aspect of the football events is shown by the preliminary heats, in which Luxembourg meets Afghanistan at Brighton, Eire meets Holland at Portsmouth, China tackles Turkey at Eastbourne, Burma meets India at Worthing, and Yugoslavia encounters Pakistan at Southend, with Egypt meeting Denmark next day at Portsmouth, and Sweden meeting Austria at Bournemouth.

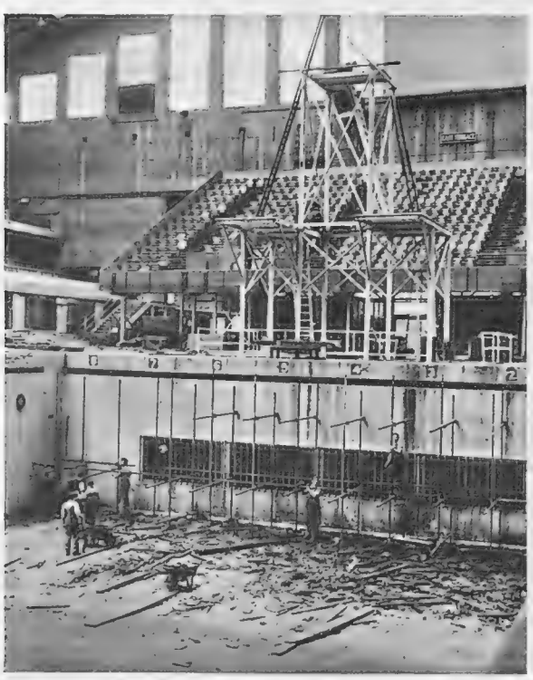
There seems to have been an almost complete sell-out of tickets for boxing and swimming, except for the opening day of boxing at the Empress Hall, and swimming and water polo at the Finchley Baths. But fortunately for those people who have television sets, the B.B.C. is bending backwards to provide the most ambitious system of outside broadcasting which it has ever attempted. Personally, after having seen the magnificent televising of the King's Cup at the Royal Tournament, I should be much inclined to stay at home and see it in the comfort of my study, but the chances are, of course, that when the time comes I shall follow the crowd and watch the unquestionably imposing opening ceremony by the King, with the flags of all the nations, including Singapore, the Olympic Hymn written by Rudyard Kipling and sung by a choir of 1,200 people under the baton of Sir Malcolm Sargent, and with the massed bands of the Brigade of Guards to lend tone and colour to the scene.

Following the example originated by Hitler in 1936, a lighted torch will arrive punctually to the minute all the way from Greece—brought by a relay of runners each of whom on an average will have covered a couple of miles before passing on the torch. The only two breaks in the running will be in the two short sea voyages from Corfu to Bari and from Calais to Dover. Altogether, there will be 129 events and, if one includes the managers, trainers and masseurs, 6,000 athletes.

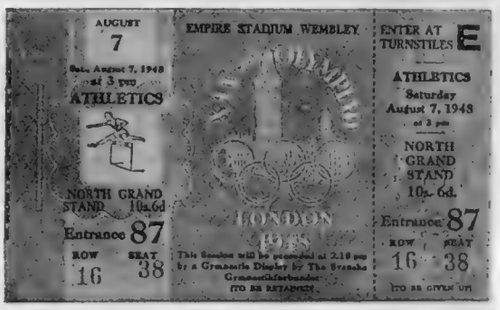
All of them will be entitled to what is officially known as Grade "A" Industrial Rations, the equivalent of what a steelworker is allowed. Apart from that, the visiting teams can bring a considerable poundage of food, not to mention their own chefs. At one time there was a suggestion from the United States that the Americans would bring over enough food for all the competitors who wanted it in addition to their existing rations. Unfortunately, nothing more has been heard recently of the idea.

Also on the opening day, over 7,000 racing pigeons will be released. This ought to be quite a sight. Nobody can possibly estimate the numbers of people who will be coming to England for the Olympic Games, because so many visitors will, probably, be staying with relatives. It is safe to assume, however, that London will be bulging, in spite of the fact that there are only nine big ships crossing the Atlantic compared with the 72 doing routine voyages in 1939. Against that, it is expected that over 300 people will be arriving daily by air for the Games. Another imposing moment on the day of the opening ceremony is when, on behalf of all the competitors, a single athlete will mount the rostrum and declare: "We swear that we will take part in the Olympic Games in loyal competition, respecting the regulations which cover them and desirous of participating in them in the true spirit of sportsmanship for the honour of our country and for the glory of sport." A bit of a mouthful, of course, but full of worthy sentiments.

**OLYMPIC WAY—A NEW ROAD BUILT FOR THE FOURTEENTH OLYMPIAD AT WEMBLEY: To reduce traffic congestion to a minimum, during the Olympic Games, a new road has been built at Wembley, from Wembley Park Station to the Empire Pool and sports arena. The new road is to be called Wembley Way, and is due to be opened by Mr. Alfred Barnes, Minister of Transport, on July 6. The buildings and roads under construction at Wembley will cost in the neighbourhood of £200,000. In this picture, workmen are seen completing part of the road which leads up to the Empire Stadium. The cost of the permanent road repairs will be partly paid by the local council**



**PREPARING FOR THE OLYMPIC SWIMMING EVENTS: Workmen have been busy removing the ice rink from the Wembley Pool in preparation for the swimming events.** To do this they had to remove the rinkside seating, 10 miles of 2-inch brine piping, 70 tons of sand, the double-deck wooden flooring, and 3½ miles of tubular scaffolding. The basin of the pool is to be painted before 750,000 tons of water are pumped in. The ice rink was last removed in 1939



**TWO OF THE TICKETS FOR EVENTS IN THE FOURTEENTH OLYMPIAD: *Top*—Tickets for the athletics section show a hurdler. *Bottom*—A series ticket for swimming has a diving sketch. The prices of the tickets vary enormously according to the sport involved. Half of the tickets had to be distributed abroad; 33⅓ per cent. of the remainder have been made available to the general public. Waterlow's, makers of the English banknote, have printed the tickets. Applications for tickets have been pouring in to Wembley; at one time they numbered 2,000 daily. The Games open on July 29**

Italy, Rumania, Bulgaria and Hungary, by the way, are among the many competing nations. In fact, only Russia and one or two insignificant South American republics are not sending representatives themselves. The Russians say that they do not have time to prepare for them. This suggests that, after all, they may make a showing at Helsinki when the 1952 Games are held in Finland.

The last time that London played host to the Olympiad was exactly 40 years ago, the year that Winston Churchill joined Asquith's Cabinet, Signorinetta won the Oaks as well as the Derby, and Newton broke all records by driving his Napier 50 miles in as little as 35 mins. 7.76 secs. That same year, delegates of the Russian Social Democratic Party met in Islington. Among them were Lenin and Stalin. Nobody, of course, will forget the tragic story of Dorando, but who remembers the name of the official winner? It was J. J. Hayes, of the U.S.A. This year it is greatly hoped that the marathon will be won by Holden (G.B.). The 50-km. road walk may also be won by Great Britain in the person of Churcher.

To revert to the tickets; half of them had to be distributed abroad through the various Olympic committees. Of the remainder, 33⅓ per cent. have been made available to the general public, and 16⅔ per cent. to the sports clubs of Great Britain. Every effort has been made to prevent a black market in tickets, but this is almost impossible to ensure.

With the 12 years' interval caused by World War II it is most improbable that there will be more than a handful of athletes at Wembley who competed at Berlin in 1936. It is still more unlikely that any winner in 1936 will repeat his success. D. G. A. Lowe, who won the 800 metres for Great Britain in 1924 and 1928, is the only person who has ever succeeded in doing this in a track event; though Nurmi won the 10,000 metres at Antwerp and again at Amsterdam eight years later.

**AN ART EXHIBITION IN VICTORIA EMBANKMENT GARDENS : A flower porter jostles the crowd which gathered to see London's Open-Air exhibition of paintings last week.** Following the highly successful open-air exhibition of sculpture in Battersea Park, Mrs. Patricia Strauss, of the L.C.C., arranged an exhibition of paintings on Victoria Embankment. Many of the pictures were rejects from the Royal Academy's Summer Exhibition, and all were for sale at prices varying from 5s. to £50. Some artists advertised their wares for sale on the instalment system. The London County Council has become open-air conscious, and last week also saw the opening of a musical play, *The London Story*, presented by that body at the Finsbury Park Open-Air Theatre. Unfortunately, the weather was so unsettled that both entertainments had to compete with grey skies and intermittent showers

# A SALON DES REFUSES IN THE OPEN AIR

**Last Week's Exhibition in Victoria Embankment Gardens. Many of the Pictures were Academy Rejects**

**"WEEKLY INSTALMENTS ACCEPTED" : Anthony Gray goes on with his sketching while waiting beside his paintings, some of which had earned the distinction of being rejected by the Royal Academy**

**PROSPECTIVE BUYER OR CONNOISSEUR? A visitor to the open-air exhibition examines a flower-painting. The quality of the exhibits was mixed, but young artists had an opportunity to display their work, which they might not otherwise have had**

**BOHEMIAN DRESS AT VICTORIA : Gerald Marks, clad in the popular dress of to-day's younger Bohemians, lights a pipe as he settles down to wait for customers. Some exhibitors waited all night to get a pitch, but they generously moved up to allow room for newcomers**

*The World of Books*—By VERNON FANE

# TRAVELS WITH A PANTHER

*Victor Canning's "Panther's Moon," a New Book by the Author of "Carl and Anna"; and Other New Novels*

THERE are some good novels this week and, though none of them is necessarily of great significance, they make a satisfying and notable list. First of all, A QUIET NEIGHBOURHOOD (Heinemann. 8s. 6d.), a book of considerable character in spite of its gently restricted theme. Mrs. Anne Goodwin Winslow writes, if I may use an old-fashioned term, like a lady, with restraint, delicacy and a polite worldliness that does not preclude the telling of a good story.

The house of which she writes is in one of the Southern States, at the turn of the century. It is situated in a kind of backwater, as far as communications and commerce are concerned, but the neighbourhood's quietness is rippled from time to time with little problems and tragedies and happiness, so that, to its inhabitants, it is still the focal point of the world, and contains all that they need to know of experience, suffering and joy.

This is a book to savour; not to be read at one intensive sitting, but absorbed slowly, peacefully, chapter by chapter. You will enjoy it, and I think you will find it brings some bland southern warmth even into the iciest June day.

**APPLE TREES BY MOONLIGHT: One of the reproductions in "Paintings by Michael Ayrton" (The Gray Walls Press. 12s. 6d.), which has an introduction by James Laver, the novelist and Keeper of the Department of Prints and Drawings at the Victoria and Albert Museum. Michael Ayrton is only twenty-seven years old. His first exhibited picture was painted in 1939, and he has held four one-man exhibitions since 1942. He has designed for the theatre, illustrated books, and written, but he is primarily a painter, and Mr. Laver, in his introduction, writes that he has much to say—in paint**

PANTHER'S MOON (Hodder and Stoughton. 8s. 6d.) is, as you might expect, a very different affair, but equally worthy of notice. This novel of Mr. Victor Canning's is a real story of adventure, not, that is to say, a factual account, but a story genuinely and admirably designed to interest and excite the hardier emotions, the feelings of suspense and the anticipations of somebody else's danger.

After the end of the war, a young man with no ties and no orthodox commitments to a profession or a family, agrees to bring a pair of black panthers back from Italy to a Paris circus. In Milan, where he arranges for the panthers' cage to be added to a north-bound goods train, he meets a beautiful Englishwoman who is a secret agent, and he agrees, after one or two vicissitudes, to help her smuggle two rolls of microfilms out of the country.

He sews the little rolls inside the collar of the male panther, and hopes for the best, but, just over the Swiss frontier, there is a rail accident in which he is slightly hurt and the panthers escape to a mountain valley. From that moment the chase is twofold, for the Swiss authorities invite him to help capture and kill the animals, and he himself knows that he must reach their live or dead bodies before anybody else in order to get the films. In addition, he has a very practical hint that a ruthless enemy, whose identity is unknown to him, has exactly the same object.

All this, as you will see, has the makings of a first-class romance, robust, thrilling and, in the last analysis, no more improbable than the contents of many morning newspapers.

Mr. Leonhard Frank's new novel is an idyllic love-story of a Swiss girl whose destiny is shaped by her own implicit belief in the goodness of human beings and in their potentialities for happiness. MATHILDE (Peter Davies. 10s. 6d.) has been translated, sometimes a little too literally, by Mr. Willard Trask, but not even an occasional awkwardly-turned phrase can destroy its poetic message, or make its story commonplace. It may not have quite the magic of *Carl and Anna*, which, after all, Mr. Frank wrote more than twenty years ago and before he made his home, as an exile, in the United States, but it has something of the same quality, and a distinction of thought which is this writer's attribute.

Miss Elisabeth Inglis-Jones has written one of those novels about a domineering woman whose manners we enjoy so much in fiction, and find so reprehensible in fact. AUNT ALBINIA (Faber and Faber. 9s. 6d.) is just such a lady, with excellent health, a will of iron, and a passion for directing the affairs of her nearest and dearest. She is often mistaken, but superbly unconscious of any shortcomings in herself, and although in the end nothing works out exactly as she had planned it, she loses little of her composure or her confidence.

Miss Inglis-Jones's style is easy and smooth, and even her simple colloquialisms have their place in this placid tale.

If I tell you that THE DANCING DRUIDS (Michael Joseph. 9s. 6d.) is the new detective-story by Miss Gladys Mitchell, and that it gives the inimitable sleuth, Mrs. Bradley, another chance of pitting her wits against a criminal gang, you will have quite enough incentive to mark this title down at the head of your library list, or near it.

The nine stones that give the story its title are on the downs of a Dorset-like county, and it seems that they are the silent witnesses of deeds far more recent in time than the days of the Druids. In any case, they excite Mrs. Bradley's attention, and the interest of her athletic young secretary Laura, a formidable young female only kept in check by one she knows lovingly and irreverently as "Mrs. Croc."

The proceedings are as bloodthirsty as the most desperate reader could demand, and satisfactorily solved by the time the turf is dyed red.

By chance one day Sir Alan Herbert came across an old, yellowed but complete set of the proceedings of the London Sessions between 1732 and 1733, and found, on reading it, a complete picture of the background to the *Beggar's Opera*. In MR. GAY'S LONDON (Benn. 9s. 6d.), Sir Alan gives generous extracts from the *Proceedings*, annotated with his own skill and wit, and pointing out the existence of all the rogues and highwaymen and sluts and cut-throats that exist in Mr. Gay's pages, in the light of which, he writes, "Mr. Gay's work becomes terribly real and true."

**TOMMY ON THE SCALES: This expressive camera study of a five-months-old child comes from W. Suschitzky's "Photographing Children" (The Studio Publications. 15s.). The well-known photographer of children and animals has produced a book in the "How To Do It" series, which gives expert guidance on how to obtain good results. Many of his own highly successful pictures are reproduced in the book, and to each a footnote is added, giving not only technical details but also pertinent remarks as to arrangement**

But more remarkable even than these analogies is the reporting of the trials themselves. This was not only full, but phonetically rendered when it came to witnesses' evidence, so that the reader has the most vivid impression of the Irish informer or the German victim or the indignant Clarety-face Hannah, who cried to a damaging witness: "Hussy, you lie! You are a vile toad, a vile old Baud!"

Some of the evidence might indeed have been invented by a Defoe, but all of it seems to have been a faithful summary, including that of the prisoner who, when asked how he came to a certain place, answered: "God knows that, for I was elevated and can't give a particular Account, only I remember we came from on board about 4 in the Afternoon, and this Cook rowed us ashore with the wrong Ends of the Oars. . . ."

There are passages here that you may read with horror and amazement, but there are far more that you will enjoy with the heartiest of chuckles.

The story of the Essex sailing smacks and coasters and barges is told by Mr. Hervey Benham, who has chosen one small section of coast as giving a typical picture of the life of fishermen, oystercatchers and boat-builders there. LAST STRONGHOLD OF SAIL (Harrap. 15s.) was full of revelations to me, and I think that anyone would enjoy the odd and lively pieces of information that are to be found in it.

**PATCHIN PLACE, IN GREENWICH VILLAGE: One of the many excellent photographs in Cecil Beaton's "Portrait of New York" (B. T. Batsford, Ltd. 16s.), a revised version of "Cecil Beaton's New York," which was published in 1938. The author and illustrator describes his book as "less a guidebook than a catalogue of impressions, mostly original, of a city that, with each visit, becomes for me ever more beguiling, mysterious and impressive." Cecil Beaton has added several lively and witty sketches in a delicate line**

Mr. Wentworth Day has contributed a chapter on the wildfowlers of the district and tells some spirited anecdotes of the local characters, one of whom would slay "a masterful lot of them owd ducks, and a boatload of them web-footed owd rabbits," which last, he assured listeners, had "paddles on 'em like Margate steamers, these here owd Mersea rabbits."

ETON MEDLEY (Winchester Publications. 30s.) is a book which I found fascinating for many of the same reasons, unexpected as this may seem. There is the same richness of detail, the same sharp eye for a good and characteristic story, and the same evident personal affection for the subject in hand. In addition, Mr. B. J. W. Hill, who has been a modern language master at Eton since 1937, gives a very detailed survey of the history of the most famous of all public schools.

The scores of excellent photographs, too, would convince even an Harrovian of the beauty of the old buildings. Or is that going too far?

THE FIRST HOLY ONE (Faber and Faber. 18s.) is the story of the Confucian period, told with great artistry by Mr. Maurice Collis, whose title is taken from one of the names given to Confucius by the Chinese. In the author's words, he "was not a god, or God, or a Prophet of God," and he adds Confucius's own dictum, "As to being a Divine Sage, or even a Good Man, far be it from me to make any such claim. . . . A Divine Sage I cannot hope ever to meet, the most I can hope for is to meet a true gentleman."

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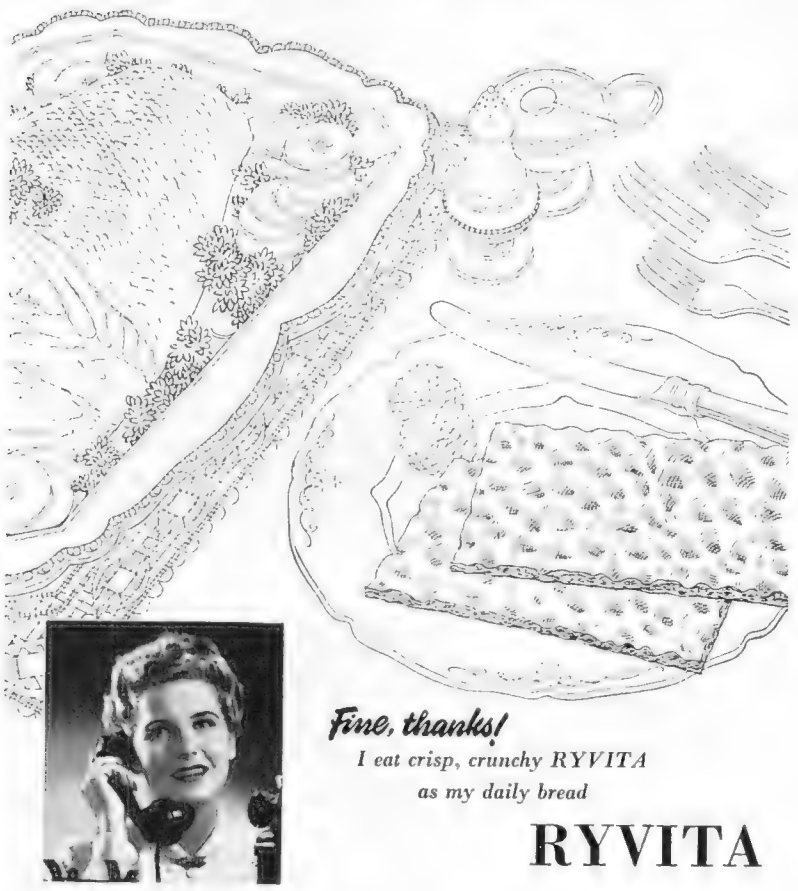

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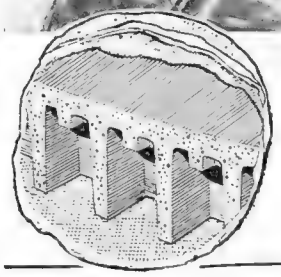

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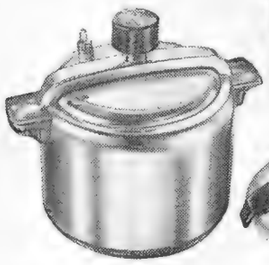

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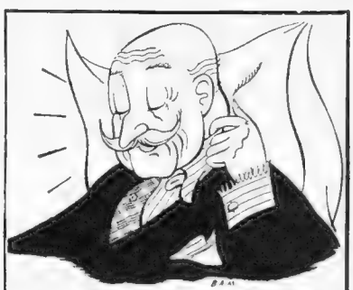

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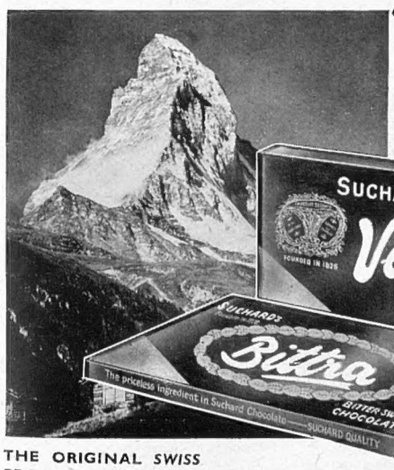


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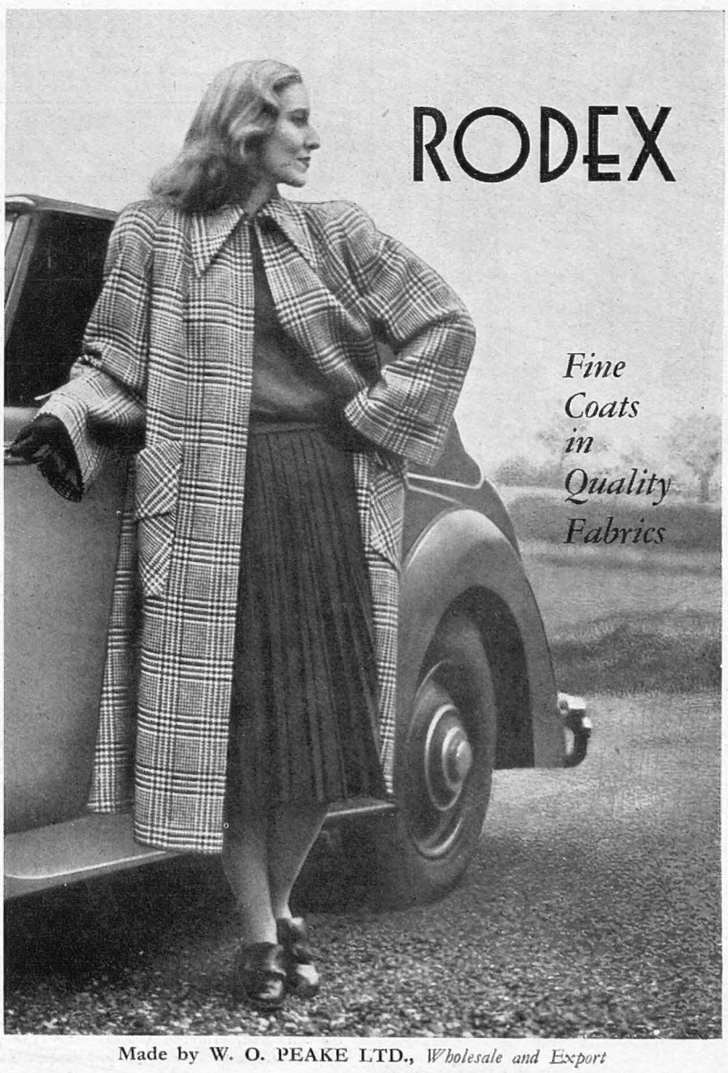


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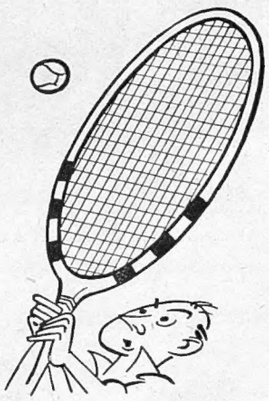

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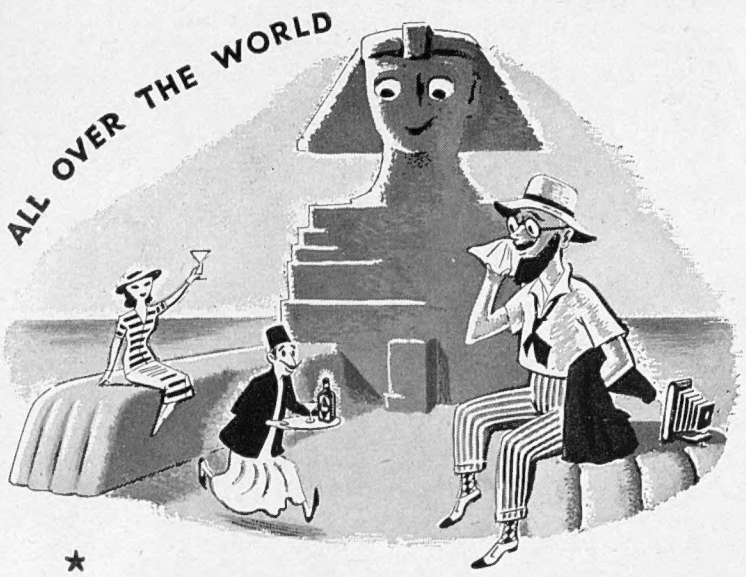


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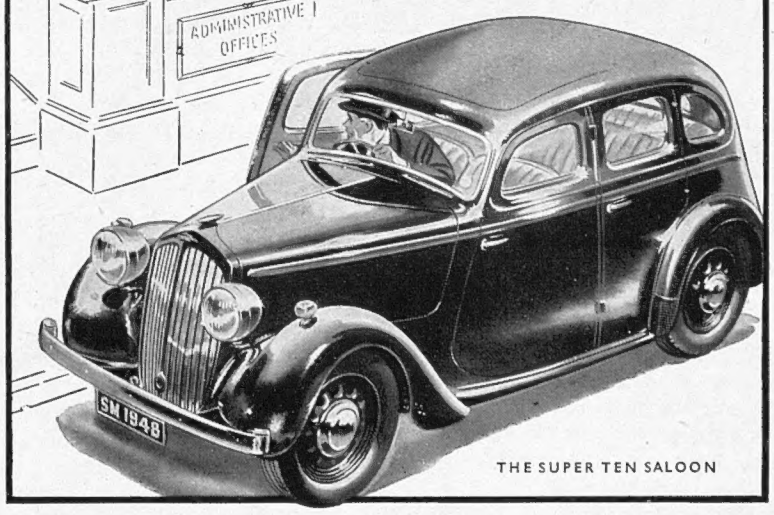


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## *Dry rot is a menace*

Its prevention and cure has always been of high priority, but the existing shortage of timber makes the need for Solignum imperative. For over 40 years Solignum has been used for the protection of woodwork against dry-rot and decay. It destroys the dry-rot fungus wherever Solignum is brought into contact and also gives complete immunity against attack.

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**RELIABLE**

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*and Tubes*

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*Beetle resin—a product of B.I.P. research —binds together this sand core for casting tractor wheels.*

A BEETLE IMPROVED PRODUCT

## British Castings now better than ever

In foundry work, the sand in the cores from which castings are made has to be bonded. Shortage of natural oils for bonding had the foundrymen worried, so B.I.P. research workers were called in. The result is that sand cores now bonded with Beetle resins possess good green and dry strength, are highly permeable by gases and are resistant to damage by damp. They take no longer to prepare, can be baked more quickly at lower temperatures and break down cleanly after casting. Sand cores may be outside your province, but it is well to remember that our research and development men are expert at ironing out any problems concerning the use of amino-plastics. Call them in to co-operate with *your* research workers whenever you strike a sticky problem.

B·I·P GROUP

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